The Beaver

A MAGAZINE OF THE NORTH

Winter Travel

OUTFIT 266

NUMBER 3

The New World's Oldest Industry
—George G. Whiteley

Indian Portraits
—Prof. A. Irving Hallowell

Two Documents from Radisson's Suit
—Grace Lee Nute
Minnesota Historical Society

The Killing of the Buffalo
—Henry Bayne Macdonald

The Rupert River Brigade
—J. W. Anderson

Lower Fort Garry

PUBLISHED QUARTERLY BY

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

Governor's Christmas Message

I ALWAYS welcome this opportunity at Christmas of sending my greetings and best wishes to all the members of the Great Company. I am particularly glad to do so this year, for this is the first year since I came to the Company that I have not visited Canada and so have not had the opportunity of seeing for myself all that you are doing and of meeting again my many friends. But I have, as always, followed your achievements with the deepest interest and sympathy, and have been proud to note the continued progress which has been made during the past year.

Each one of you is doing a job which is essential to the Company's prosperity, and that job must absorb the whole of your interest and energy. But I could wish that you all had the opportunity, as I have, of following closely the achievements of each of the Company's departments. There is nothing so encouraging or inspiring as the success of others when they and you are working, though in different ways, to achieve the same end. The value of our long history and high traditions should be that they make us all the more anxious to see the Company progressive, prosperous and respected. Therefore we should feel that we are all allies in a great common cause, and each one of us should regard the work of the others as a matter of real and personal interest—sympathizing with them in their reverses or disappointments, enjoying with them their successes.

I send you every good wish for Christmas and the New Year—a year in which I look for continued progress as the result of our united efforts.

Governor.

Vancouver Store, 1935

THE BEAVER

A MAGAZINE OF THE NORTH

DECEMBER 1935

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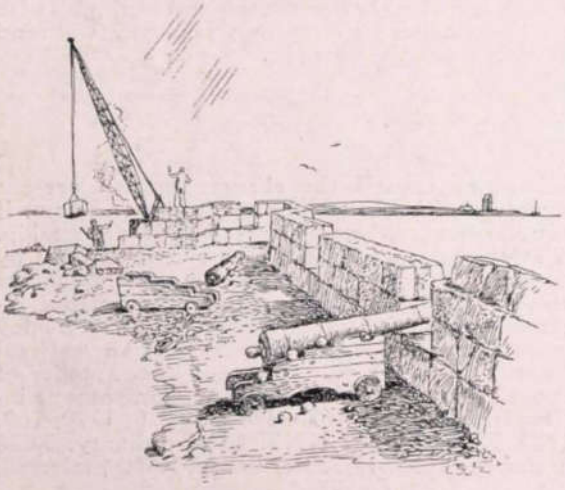
HUDSON'S BAY HOUSE WINNIPEG, CANADA

THE BEAVER is published quarterly by the Governor and Company of Adventurers of England trading into Hudson's Bay, commonly known as the Hudson's Bay Company. It is circulated to employees and is also sent to friends of the Company upon request. It is edited at Hudson's Bay House, Winnipeg, under the direction of Douglas MacKay, at the office of the Canadian Committee. Yearly subscription, one dollar; single copies, twenty-five cents. THE BEAVER is entered at the second class postal rate. Its editorial interests include the whole field of travel, exploration and trade in the Canadian North as well as the current activities and historical background of the Hudson's Bay Company in all its departments throughout Canada. THE BEAVER assumes no liability for unsolicited manuscripts or photographs. Contributions are however solicited, and the utmost care will be taken of all material received. Correspondence on points of historic interest is encouraged. The entire content of THE BEAVER is protected by copyright, but reproduction rights will be given freely upon application. Address: THE BEAVER, Hudson's Bay House, Winnipeg.

THE HBC PACKET

DURING 1935 *The Beaver* threatened to get out of hand. When the magazine (now starting its fifteenth year) took on its present form in September 1933 (No. 2, Outfit 264) we considered it possible that a few who were not in the Company's service might be interested in the book. We looked about and collected some names. There was Smith, he had always been a good customer, and Jones was an old friend, and Black, who helped some of our fellows once, and White, whose father had been a chief factor. So the list was put together, between two and three thousand names in all. The first numbers brought friendly, generous comments and suggestions for additions to the distribution. It was naturally pleasant to see the widening reader interest in the Company's story, but by 1935 we found we had a distribution of almost 10,500 copies of each issue. Early in the game a subscription charge of one dollar per year was fixed for *The Beaver* in Eastern Canada, U.S. and abroad, and by this year the mail was bringing in eight to ten unsolicited subscribers a week. Meanwhile requests for *The Beaver* from friends and customers in the West have been streaming in. It has become necessary to place some restrictions upon the distribution of *The Beaver*. The existing complimentary list will not, for the present, be disturbed, but anyone wishing to receive *The Beaver* in future will be obliged to pay the modest dollar a year subscription. *The Beaver* will continue to be edited and published primarily in the interests of the men and women in the Company's service. It will continue to be a magazine of the North, with something of interest for all of us who live and work on the north half of this North American continent.



Where the Christmas Mail Comes in August, Hudson Strait, 1935.

Further note on Fort Prince of Wales: Visitors to Churchill this summer report that the work of clearing up the mess left by M. Perouse in 1782 is progressing in good order with a steam shovel and working party permanently in residence. Eskimo Point, by reason of winds, waves and tides, is a difficult place to get at, and much abuse that was heaped upon the place by fur traders two hundred years ago is being confirmed by the men who are engaged upon the salvage work. Photographs showing progress appear among the news pictures of this issue.

The 1936 calendar, which was printed in May 1935 in order to catch the summer mails for Arctic posts, will be available this month. Continuing the historical series, it depicts a meeting of the Council of the Northern Department of Rupert's Land at Norway House in 1836—just a century ago. The picture recalls the unique powers of this body. Civilians, practically unsupported by arms, they held, administered and kept the peace over half a continent. Shrewd trading sense, tempered with justice, made their control over the wilderness a government without precedent. The original painting is by Charles Comfort, of Toronto.

Publishers have found sufficient interest in the recent past to issue this year two books relating to the history of the Canadian Pacific Railway. Alan Sullivan's "Track of Destiny" is fiction portrayed against a background of real characters. Murray Gibbon's "Steel of Empire" is straightforward history. Both these books give considerable attention to the life and works of Donald A. Smith, Lord Strathcona. Without commenting upon the portrayal of Strathcona in the two recent volumes, it is suggested that the time is close at hand when a really thorough, colourful biography of "Mr. Labrador Smith" would be received with wide interest and be a useful addition to Canadian history. The Beckles Willson life was written and published too soon after Strathcona's death to have a sound perspective. The book now needed can be a frank and animated one of an extraordinary man who did extraordinary things in the life of this country. He was seventy-six years in the Company's service, from apprentice to governor.

The blue smoke of good Imperial Mixture rose, not in clouds, but in thin whiffs the other day at the third annual pipe smoking endurance contest held in the Calgary store. One hundred and fifty entrants lit up before a packed house, and they were all burned out before E. Boon, who made his one and one sixteenth ounces burn for the time of one hour and fifteen minutes, not up to the all time high record of 1934 (one hour and fifty-three minutes) but enough to win the $25 worth of smokers' accessories. Mr. Boon went on the air with a few words in the approved modest amateur manner. Clearly it was an occasion of great dignity, restrained excitement and fine philosophic atmosphere which the mere cigarette puffer can never hope to understand.

More than ninety photographs are reproduced in this number of *The Beaver*, and of these sixty are amateur efforts. The difficulty with amateurs is the painful business of rejection. With the professional it is possible to talk on a blunt business basis, but with the amateur, whose pictures *The Beaver* needs, there is the uncomfortable work of turning down pictures which have been sent in at our own request. In the preparation of this issue approximately two hundred and fifty pictures were examined, and this would seem to be the right place to thank all those who sent us photographs. If we have been unable to use your prints, it was not for lack of consideration. Every picture is scrutinized closely. Would it illustrate some *Beaver* article? Could it stand alone on its merits as a full page enlargement? Would it tell a story? Would it make *The Beaver* more interesting? These are the tests, and we can only hope you will send us more good photographs.

Nothing reveals the changes in the present structure of business—the capitalistic system, if you like—more than the spread of proprietorship. A century ago a company was owned outright by an individual or by a small group of shareholders of whom many would be minors or persons incapable of administering their own affairs. Today many companies are publicly owned in a very real sense. Below is a table showing the number of Proprietors of the Hudson's Bay Company at intervals since 1670: 1670, 18; 1720, 50; 1770, 109; 1820, 77; 1863; 282; 1913, 4,000 ordinary, 3,000 preferred; 1935, 12,500 ordinary, 3,000 preferred.

THE BEAVER, December 1935

Let any one who believes that commerce today is reduced to machine production and office routine read the news of the Fur Trade districts in this issue. These notes are the shop talk of the fur trade and *The Beaver* is a clearing house for personal and departmental news. Those outside the Company's circle may find it interesting to read of a way of life which may seem interesting or dull but certainly it is distinctly different. The North is nearer to us today than ever before, but it is not yet conquered, and so long as men and women are engaged in making their livelihood in those places where life is so close to the elements their problems and their victories will continue to interest us.

The torrential tide of words which ebbs out upon the air each day and night clamouring for the interest and attention of radio listeners draws positive decisions. Everyone who listens has definite opinions about the merits of the programmes offered. Listeners may be utterly indifferent to the advertising for the baking powder in the evening paper, but will give a prompt condemnation or approval of the same company's radio programme tonight. Radio has put advertisers in the entertainment business on a gigantic scale. The old medicine man with his comic act staged under naphtha flares on the back of the wagon knew the value of drawing a laugh or dramatizing disease in terror-striking phrases before producing the panacea.

Gradually, radio has put most of us who are in the work of selling into the entertainment business. In this 266th year of the Hudson's Bay Company's operations in Canada it is to be noted that four retail stores and the Fur Trade department are on the air. In Edmonton, Calgary, Saskatoon and Winnipeg programmes of entertainment or club-hobby interest are being employed to promote the sale of merchandise. On the other hand the Fur Trade is putting educational matter on the air with a view to buying. Its weekly programmes are directed from Toronto, Winnipeg and Montreal to fur farmers and trappers soliciting business for fur purchasing agencies. What those who listen think of radio broadcasting in Canada will be the subject of a paragraph in a future *Beaver*. It is enough now to observe that this business of trading into Hudson's Bay has a lot of adventure left in it on land, at sea, in the air and on the air.

The Beaver has no more loyal supporter than Mr. Johnson Douglass, of the printing company of Saults & Pollard. He has been a resident of Winnipeg since 1882 and has been doing printing for the Hudson's Bay Company ever since that time. His support of *The Beaver* is apparent from the fact that he has a complete bound set of the magazine since 1921, and not long ago he turned down an offer of $80.00 for the series. Which may indicate something of the collector's value of this quarterly - house - organ - family - journal - and - company magazine.

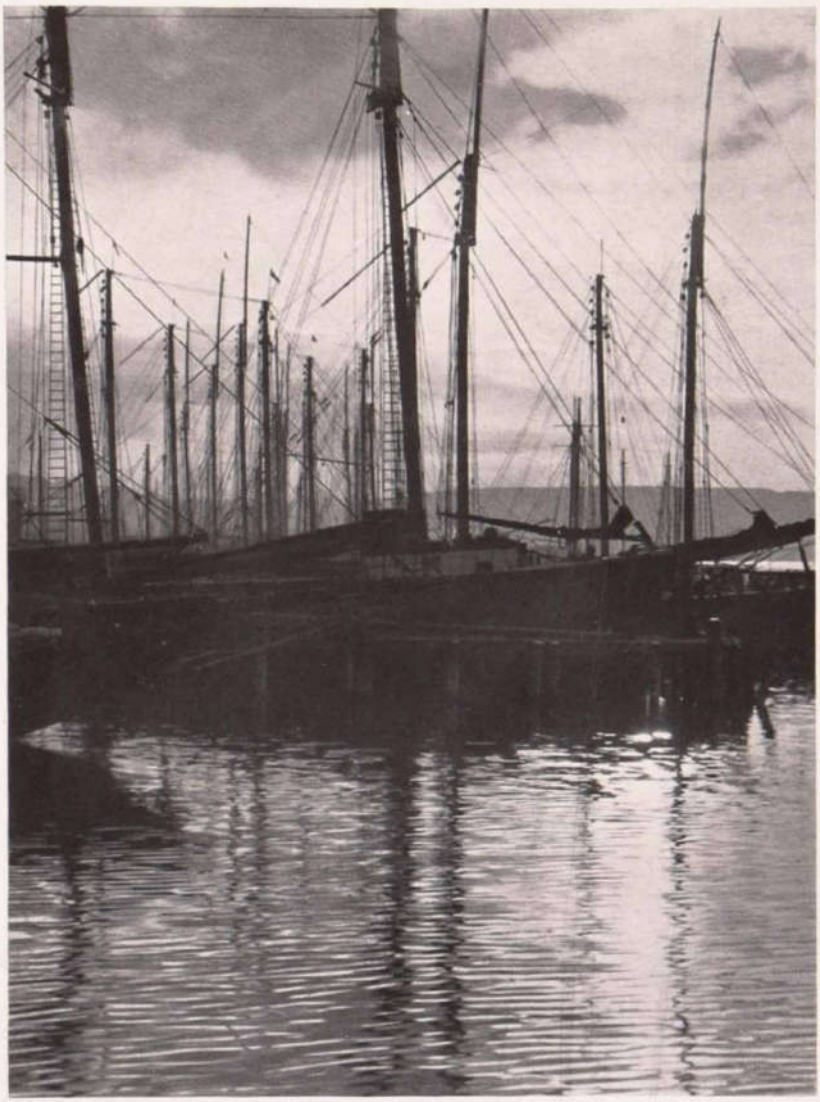
The twenty-year transportation record of J. H. Bennett, who sells Fort Garry tea and coffee in a big way for the Wholesale Department in British Columbia, is put forward as being a Company record in mileage:

1915 to 1935

Alberta—Three Fords	81,864 miles
British Columbia—Ford	18,270 miles
Dodge	98,471 miles
Chevrolet	66,133 miles
Dodge	59,741 miles
Dodge	56,177 miles
Dodge	3,117 miles
Dodge	41,365 miles
Dodge	68,262 miles
Dodge	72,892 miles
Dodge	76,842 miles
Dodge (now in use)	20,107 miles
	663,241 miles

Round the world twenty-six and a half times.

Any competitive offers for mileage from the Land, Retail or Fur Trade departments?



GEORGE G. WHITELEY
Bay Bulls
Newfoundland
Photos, Courtesy C.N.Rys.

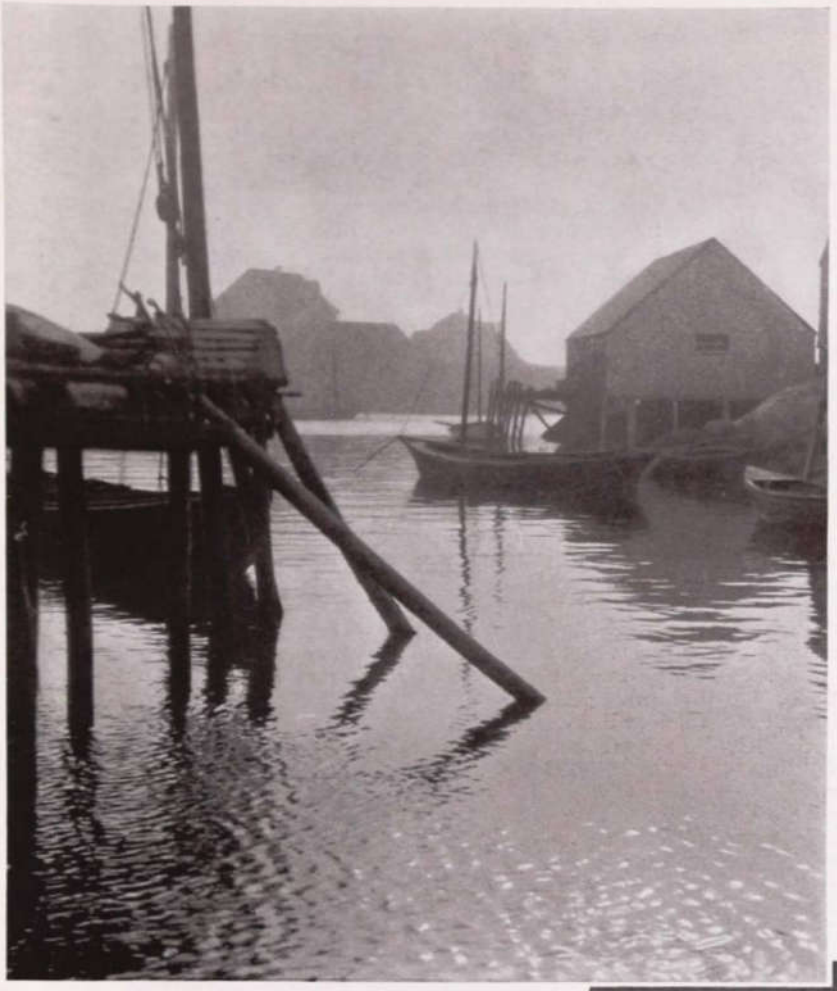
The New World's Oldest Industry

The Grand Banks Off the Coast of Newfoundland and the Runs and Tickles of the Labrador Are the Richest Cod Fisheries in the World. Mr. Whiteley, of the Staff of the Newfoundland Fishery Research Laboratory, Is Well Qualified to Describe This Old Industry in Which the Hudson's Bay Company, Through Its Subsidiary Job Brothers, of St. John's, Nfd., Has an Interest.

NEWFOUNDLAND, the world's fifteenth largest island, discovered in 1497 by John Cabot and always since regarded as Britain's oldest colony, is generally shown on a map of North America as an odd-looking triangular red blot which helps to form the Gulf of St. Lawrence at the very gateway of Canada.

All the strange new lands discovered by Cabot on his famous voyage of exploration were first called New Found Land, but gradually the name came to be used only for this curiously shaped island in whose pleasant harbours wandering fishing vessels found a secure anchorage. Adventurous fishermen from west of England, Northern Spain, Portugal and France, had soon followed in Cabot's wake, lured thither by tales of a rich virgin preserve in this New World which was more myth than reality. The loads of fish that their caravels brought home were real enough however. Soon Newfoundland became synonymous with the richest cod fishery that the Old World had discovered, and this fishery can be considered as virtually the New World's oldest industry. The wealthiest gold mine can not compare in value with its output, aggregating billions of dollars since 1520.

To this day, after hundreds of years of intensive fishing, the ocean around Newfoundland is still yielding a rich harvest. Although the French and Spanish Basques in their powerful modern steam trawlers still voyage to Terre Neuve every spring, and although the picturesque Portuguese barks can still be sighted on the little bank near the Virgin Rocks that has long been their favourite spot, yet the bulk of the North Atlantic cod is caught by the Newfoundlanders. The Old Colony has a twisting, wandering coast line of approximately 5000 miles—a potential fishing area of tremendous extent. To the south and east of the island one hundred miles or so lies the famous Great Grand Bank. This huge submarine plateau, some eighty thousand square miles in area, is, together with several smaller neighbouring ones, as extensive a fishing

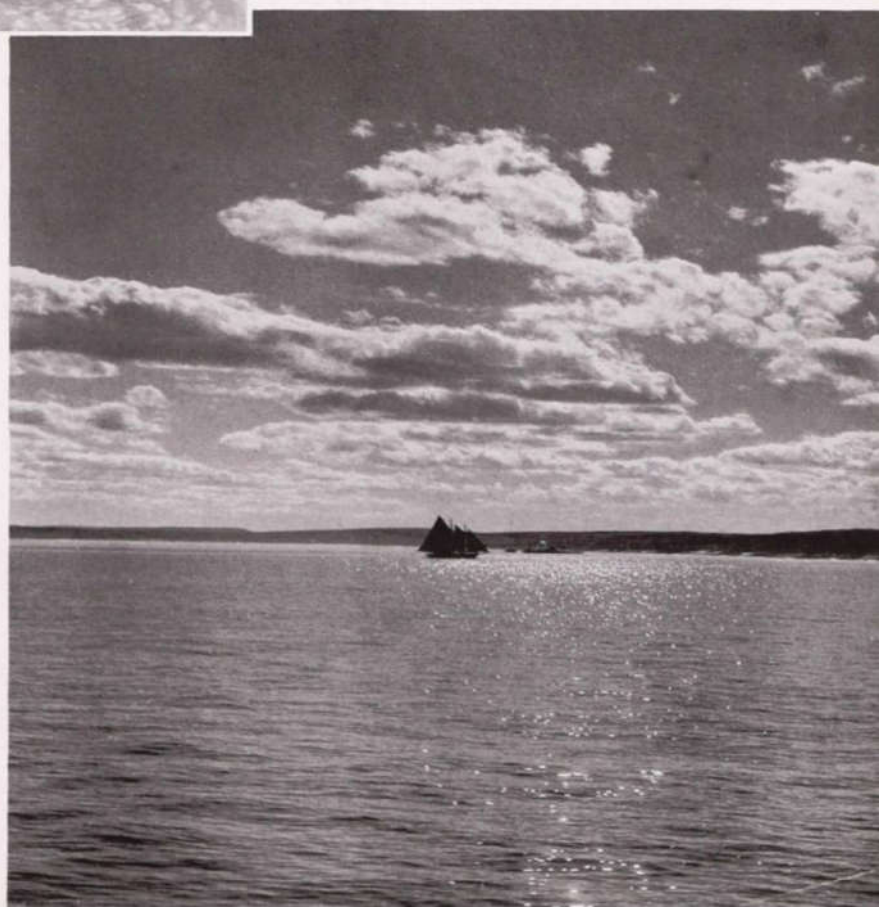


ground as exists anywhere in the world. These fishing grounds, or banks, as they are usually called, were long ages ago the edge of the American continent. Over the banks the depth of water averages about 189 feet, ranging from 600 feet near the edge to only twenty feet in some centre areas. In the northeast, the Virgin Rocks lie fifteen feet below the surface and break in heavy weather as Mr. Kipling so graphically described in *Captains Courageous*. No fishermen, however, would ever set a trawl over them, as did the crew of the *We're Here*. Beyond the one hundred fathoms line (the edge of the bank) the sea floor slopes steeply, sometimes falling 6000 feet in a few miles. Cod are always present on or near the banks where waters from arctic and tropical sources meet, mix, and provide ideal oceanic conditions. But in June or July the cod schools approach the Newfoundland coast in vast quantities seeking the abundant food supply provided by the shoreward migration of a small trout-like fish called caplin. I have often seen the ocean for acres around my boat a writhing mass of cod and caplin, the big fish rushing and leaping clear out of the water, gorging themselves with the bait. Cod chase the caplin right to the coast, making trap fishing possible. Nowhere

Top: The sun breaks through an early morning mist at Peggy's Cove, St. Margaret's Bay, Nova Scotia.

Below: A Newfoundland schooner passing between the islands of Sandwich Bay on the Labrador coast en route to its fishing ground.

Opposite page: Schooners at Lunenburg, the famous Nova Scotian fishing town.



else in the world is there a cod fishery like this.

In addition to this prosaic but profitable shore fishery, there are two others far more romantic and daring, the Bank and the Labrador fisheries. Bankers in Newfoundland are not the grim, inscrutable gentlemen we usually associate with Threadneedle Street; instead they are of the beautiful things of this world—fast sailing, two masted schooners. A full rigged banker, with "all her linen hung," heeling over to a freshening breeze is a picture of rare beauty and grace.

"She can sail to set you crazy,
Not a timber in her's lazy,
She's an able, handsome lady,
Watch her go."

From Fortune Bay on the south coast of the island hails Newfoundland's fleet of sailing bankers. The short days of early March, notwithstanding boisterous and often bitterly cold weather, find the banksmen fitting out their schooners and preparing for the season's fishery. These fifty schooners are practically the last of the large and famous North Atlantic fleet of salt cod catchers that used to range over the off-shore banks from Hatteras to Labrador.

Nowadays, while the markets demand fresh caught fish exclusively, only two Gloucestermen are not equipped with auxiliary engines. Nova Scotia's fleet of seventy schooners is also turning more and more to motive power and to supplying the Canadian fresh fish market. The Newfoundland banksman, however, has no such local market to keep him busy; to cure the catch by salting it is still his only feasible commercial method.

My last trip on a banker was during this past spring. The *Democracy* was a typical vessel of about one hundred and twenty tons, carrying, when loaded, 200,000 pounds of salt cod.

Bank fishing is done by line trawl. A strong, slender line about as thick as an ordinary pencil is buoyed and anchored so that for the greater part of its length, often several miles, it is on or near the bottom and thousands of baited hooks hang eighteen inches from the main stem. Two men in a dory, a small sharp high sided flat bottomed boat, set and haul the trawl, bringing their catch back to the schooner. We were using ten dories, so that our crew on the *Democracy* numbered twenty fishermen. There were also the captain, cook and mess boy aged twelve.

Line trawls have to be baited at every set and herring is the best bait available in March. Each schooner takes about thirty barrels for a month's fishing. The herring are seined, placed on wooden platforms, and over night they freeze as hard as rocks. They are thus stowed in the ship's bait lockers. The cold weather keeps them frozen. We took our bait at a little harbour called Rancontre and set sail for Misaine Bank, where most of the spring fishing is carried on.

The fresh northeast gale, that sent us scudding seaward in a smother of foam blew itself out, and we spent nine long days making the usual three-day run. On the second evening there was a hazy white line stretching across the whole southern horizon, and at midnight the ship ran into loose ice. I can remember awaking with a start at the weird, unnatural, invariably alarming sound (until one has again grown accustomed to it) of pack-ice grinding and scraping along the ship's bilges. Bankers are not sheathed for protection against ice, and, when lying in my bunk close to the side timbers, the thin planking seemed all too fragile to withstand the heavy impacts of a wildly surging implacable ice-floe. We came about immediately, took in the mainsail, and tacked till daylight. There might have been a possibility of worming a way through the pack, but towards dawn the wind died away completely and a heavy swell arose which, with poor visibility, made ice navigation exceedingly hazardous.

The captain decided to bear northwest and get inside of the pack near the mouth of Cabot Strait. For three days we skirted the ice edge, but only to find that the barrier extended right to land. So the ship was put about again. The only course remaining was to sail south till the ice was left completely behind. By this time no one seemed to have much idea of our position; constant fog had prevented

the captain from taking a sight, and being forced to heave to and tack about in light winds and with little steerage way made dead reckoning difficult. While the fog lifted slightly for a moment when we were heading in the direction land was thought to lie, the lookout suddenly shouted: "Breakers. White water!" But the vessel struck hard before anything could be done. Fortunately we were running on a heavy swell at the time, and it carried the ship over the crest of the reef into deeper water. The rock must have taken a slice out of our keel, but there were no other subsequent ill effects. I was with the watch on deck when we struck, and so unexpected was the shock that most of us instinctively jumped to the weather bulwarks and lower rigging to peer into the

Top: One of the famous schooners fishing on the Grand Banks.

Centre: Fishermen from Lunenburg, Nova Scotia, who also fish the Grand Banks.

Below: A picture which gives some idea of the severe weather encountered on the Banks.

Opposite page: Fishermen in their dory with a heavy load of gear.

thick white gloom in search of an identifying landmark. It seemed as if in a twinkling the ship was amongst a maze of islets onto which the heavy swells pounded and broke in a lather of greenish foam. Through the curtain of drizzle and fog the grim serrate ridges of reefs half buried by wild sweeping combers looked sombre and fearful. Nothing was there save wind and shoal and a rolling ocean. Even the wheelman must have been staring at the tumultuous scene, for suddenly we all realized that the ship had come up into the wind and was bearing down again upon the outside breakers. With a shout the wheel was thrust hard over. The old schooner fell off till the great mainsail filled full and by. We inched away in silence. A few of the boys had tumbled up from the cabin after the ship struck, and there was considerable discussion about what reef it might have been. There was little comment over our lucky escape however.

On the evening of the ninth day we rounded the extreme end of the floe, and from tide eddies on the surface of the oily sea the skipper judged we were nearing the edge of the bank. During that night we came upon a small fleet of eleven bankers, all anchored and with most of the crews splitting the day's catch by the light of kerosene flare lamps—a strange unnatural spectacle. In the distance a ship appeared to be on fire. Ruddy light from the flaming torches around the cabin-house and the splitting tables cast lurid grotesque shadows on the patched riding sail. When the ship plunged and rolled in the swell and the canvas shook the shadows writhed and disappeared as if alive, tenuous ghostly shapes riding on the wind, leaping from schooner to schooner. We steered close to hail and ask for news. The bloody splitting tables wreathed in smoke, the gory oil clothes of the men, the flashing cleaning knives, all suggested a scene of butchery and crime in the old bold days of Henry Morgan.

On the whole we experienced a rough spring. Drift ice borne out of the Gulf of St. Lawrence repeatedly drove the schooners

from the grounds. One morning the pack drifted upon the fleet so fast that several ships with trawls set overnight had not sufficient warning to pick up, and so lost them. For days on end we lay to under foresail and jumbo, while the wind whistled through the rigging. Huge foaming combers, with every drop of their wild wind-torn crests bursting with relentless energy, surged down on the *Democracy*, intent on sweeping everything off the deck. The schooner dipped and dropped swiftly into the trough, as if seeking shelter from the wind. Eventually the storm lightened, and the seas flattened themselves out into a black oily swell.

Lying on our bunks in the cabin aft, the deck beams just clearing our heads, we would sometimes hear the surge of water pouring in over the taffrail and sluicing the ship from stem to stern as she reeled and sidled snuggling into the foaming seas; only two-inch planking between us and water that was nearly two degrees below freezing point!

On foggy days the captain tied the double bellows foghorn and the mess boy to the main rigging and bade him pump the handle as if his life depended upon it. Then he himself struggled from the cabin, carrying a short brass swivel gun, which he fitted to the taffrail. Priming the gun with powder, he touched it off with a red hot poker. The deafening boom rolled away through the mist to comfort distant dories. Meanwhile the cook was perched on the fo'c'sle head banging a huge bell with a belaying pin.

With the cannon shattering our little world every five minutes and the horn going continually, and the bell pealing whenever cook wasn't down below turning out those wonderful molasses buns of his, we used to have quite a day of it. But the lives of twenty men depended more or less on the amount of noise created, so consideration for one's ears became a secondary matter. The skipper told me that often he couldn't hear for days after. Having been banking for forty odd years, the fact that he could hear at all, any time, I thought remarkable. One side of his face was slightly blackened as if pitted with powder grains. A swivel gun once exploded as he was leaning over it, he said.

There was always rivalry amongst the dorymen as to which boat would have the best catch, and the fish were counted as they were forked over the rail from the bobbing dories. Work was done with snap and vigour. Like most Newfoundlanders, the men were of solid disposition, orthodox, wholly unsophisticated, rather unimaginative, but yet sincere. This simple sincerity made them refreshingly natural. We all ate together in the large fo'c'sle, where fourteen of the crew also slept; the rest of us slept aft, two in each bunk. The food was plain, but there was lots of it and we were hearty eaters. Dishes of beans and hash, cod tongues, heads, gills and liver, fresh seal, halibut, salt beef, hot cakes and molasses buns were served up by cook—an important man on a banker.

On Sunday, unless in some emergency, the banksmen take a welcome rest, patching and darning their mitts and clothes. Sunday evening, our fellows all crowded in the cabin and sang rousing hymns before turning in early. They would be up again at crack of dawn to be off in the dories, or perhaps earlier to wrestle with a frozen mainsail on an icy deck.

Like most peasant folk, my comrades loved to muse and moralize. Trying to decide whether to chew and smoke tobacco was Christian or not gave them ample opportunity for discussion. I think it was finally decided that the tobacco habit was "bad" and that a "converted" man should renounce it. As most of the men were "unconverted," the verdict didn't interfere with their pleasures. Surely a wise precaution. As I dislike both tea and tobacco, they say to me, "You'm a quare fellar."

The naivety of the men was often amusing. One old veteran named Brooks, called "Uncle" as a mark of respect, used to enjoy looking at the few magazines I had brought. Uncle couldn't read much, but he loved pictures, illustrations, advertisements and everything coloured. One night I saw him looking at one of those cosmetic advertisements that portray the charms of some flower of society. Rubbing a gnarled hand over his bristling beard he remarked slowly and seriously, "They ought to use the Pond's cream method on I."

Spring fishing depends a good deal on the weather. Hauling trawls in rough sea is a muscle-racking, back-breaking job. The surface water is nearly always at zero centigrade; hands are numbed with cold and the trawl, heavy with fish, an absolute dead weight. Then there is the long row back to the schooner with dory loaded, and on top of the fish tubs of trawl anchors and buoys. Fierce gales suddenly sweep the banks, while ice and fog menace the wandering dories. But, come what may, fish have to be caught, the vessel loaded and the bills paid. As a rule the skippers are careful about risking the lives of the men, although often the order, "Dories away," booms out when, to a landsman, the idea of putting boats out in such a sea would be madness.

The well handled dory is an able craft. This spring on several occasions fishermen were separated from their vessels in fog and lost. They rowed to land 150 or 200 miles away, arriving exhausted by exposure and hunger, but subsequently recovering. During May a loaded banker running before a gale struck an iceberg and sank. The crew of twenty-five men escaped and rowed in dories 180 miles to St. John's, N.F. One man, who had been hit by a falling block when the ship struck, died at sea. The rest of the men were quite fit. Most of the lives lost on the banks are men swept overboard during a gale, when rescue is impossible. A local folk-song describes the dutiful banksman's wife:

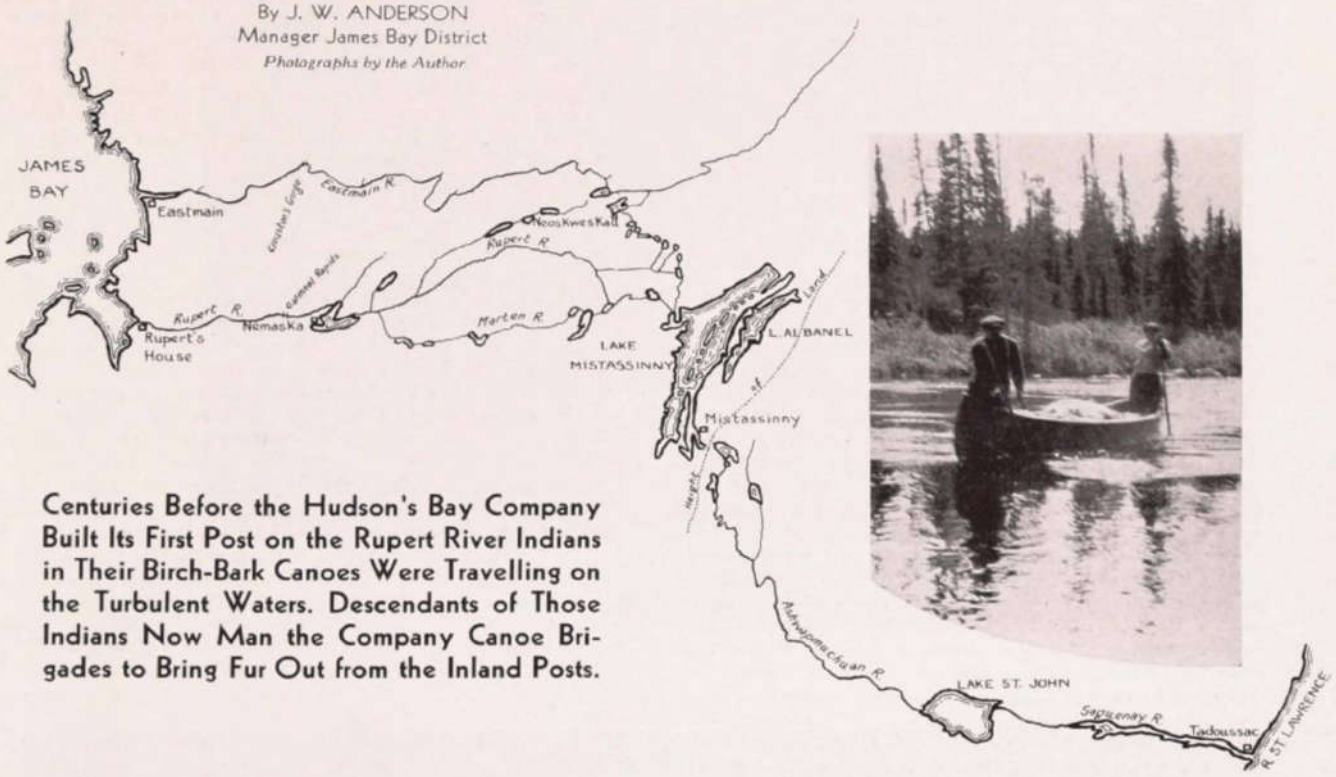
> "And she tore up her red petticoat
> To make mittens for his hands,
> To brave the cold nor'westers,
> On the banks of Newfoundland."

Banking may well be considered arduous, but it gives the men what they seem instinctively to desire—infinite variety. If by their fishing they can make a living, they would rather face wind and cold and the uncertainties of sea life than take any job on shore.

But the era of sail is passing. Someday bankers will be as rare as tea clippers. Steam or oil driven trawlers are taking their place [*Continued on page 66*

The Rupert River Brigade

By J. W. ANDERSON
Manager James Bay District
Photographs by the Author



Centuries Before the Hudson's Bay Company Built Its First Post on the Rupert River Indians in Their Birch-Bark Canoes Were Travelling on the Turbulent Waters. Descendants of Those Indians Now Man the Company Canoe Brigades to Bring Fur Out from the Inland Posts.

ANY mention of canoe transport conjures up visions of fur brigades or a Hudson's Bay official travelling the waterways of Canada. Particularly do we think of that indefatigable traveller, Sir George Simpson, who crossed Canada more than once in the frail birch-bark canoe.

We do not always realize that canoe transport is still a very important means of communication throughout the Company's fur trade. It is difficult to know with any exactitude when canoe transport on the Rupert river actually commenced, but Father Albanel, we know, traversed the country from the Gulf of St. Lawrence as far as Nemaska, which he discovered in 1672. We also know that Nemaska, or Nemiscau as it was called by the French, located a hundred miles up the Rupert river from the coast, was built in 1695 and rated as a king's post in the French regime, being undoubtedly used as a half-way station between Mistassinny and the coast of James Bay at Rupert's House.

Neoskweskau, a post on the Rupert river canoe transportation system, was the first of the Company's posts to be erected in the interior of Labrador and was built sometime around the year 1787, which was about eighty-five years after the French had built the king's post of Mistassinny. From this date onwards, and after the conclusion of the French regime in Quebec, the Company's canoe transport on the Rupert river was progressively extended inland to Nemaska, Neoskweskau, Nichequon, Mistassinny, Woswonaby, and even as far afield as Mechiskin, which is in the vicinity of the present Senneterre post on the Canadian National Railways in the Province of Quebec.

At the present time Neoskweskau is the most important post on the Rupert river insofar as canoe transport is concerned, as Mistassinny and Woswonaby, with the advance of civilization, now receive supplies from the Canadian National Railways to the south. Although actually situated on the Eastmain river, Neoskweskau's supplies are nevertheless shipped by way of the Rupert river. Chief Factor Clouston in 1820 made a survey of the Eastmain river with a view of transporting supplies from the coast of James Bay at Eastmain to the trading posts in the interior at Neoskweskau

The brigade gets under way in the morning.

and Nitchicun. Evidently the Eastmain river was found impracticable, for it was decided that no further efforts would be made in that direction and that all the inland transport would be concentrated on the Rupert river. In a letter reporting this decision Chief Factor Clouston intimated that a saving of £20 sterling would be effected by establishing the Rupert river route. To this day there is a Clouston's gorge on the Eastmain river which fittingly commemorates this survey by a fur trader whose great grandson became general manager of the Bank of Montreal.

Throughout the Company's history transport craft and equipment were always developed to suit the individual needs of particular districts, and it is evident that nothing other than the birch-bark canoe could have been used on the Rupert river system because of the numerous portages and swift waters. As a matter of fact the first portage after leaving Rupert's House for the interior is only three miles up river, and there are actually forty-five portages between Rupert's House and Neoskweskau, not to mention numerous stretches of swift water which can be negotiated only by great exertion on the pole and paddle. York boats or other heavier craft therefore were never developed on the Rupert river, and for years the birch-bark canoe was the sole means of transportation. It was always a frail craft, however, and this fact, possibly coupled with the growing scarcity of suitable birch bark, led to experiment with canvas covered canoes.

We can well imagine the difficulties and failures encountered by these old-time fur traders in their struggles to develop a craft suitable for the needs of that district. It would have been easy enough to build York boats or suchlike heavier craft, but what they required was really an imitation of the birch-bark canoe. It appears, too, that the traders of those days gave some thought to the use of canvas boats, for Chief Factor W. K. Broughton, writing from Moose Factory on 29th June, 1895, to Factor D. C. McTavish of Rupert's House, said:

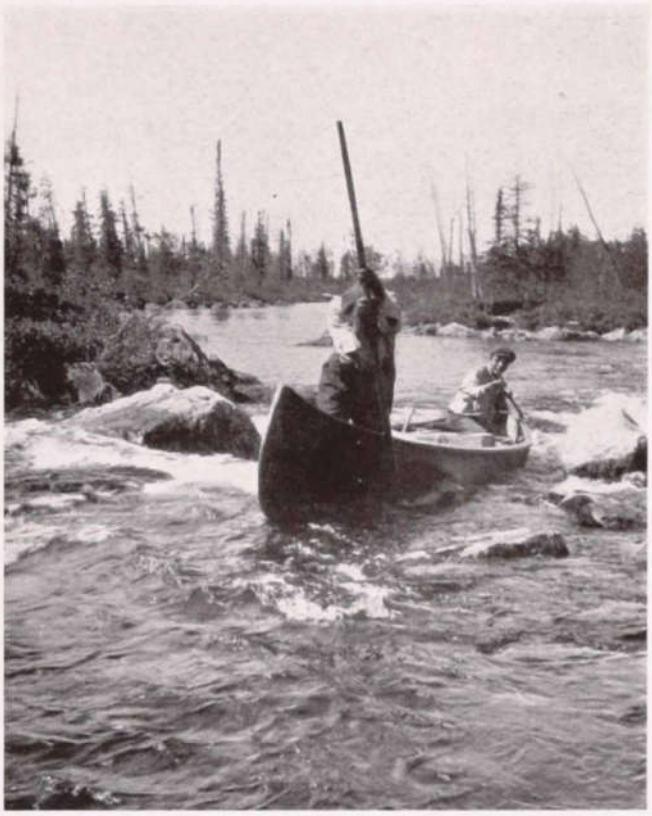
"In reply to my letter of 10th January, 1895, the Commissioner informs me that the Composition used for the Berthon or canvas Boats is too expensive for our use, and he considers that ordinary paint and varnish will answer all purposes for Canvas Canoes. You will, therefore, be good enough to furnish me with a Report upon the use on Canvas Canoes of ordinary Paint, and if you consider it necessary, order in this Fall's Requisition what Varnish may be required for this purpose in the future."

It was a wise decision to concentrate on local talent to develop suitable craft, for out of these

experiments a suitable canvas covered canoe was developed, and to this day such craft of excellent quality are still manufactured at Rupert's House post, the original trading establishment of the Hudson's Bay Company in North America and founded in 1668.

Although a suitable craft was developed, this was not accomplished without considerable difficulty, for the first canoes built had double canvas and were so tight that the canvas ripped with the action of the paint subsequently applied. John C. Iserhoff, a native canoe builder, was the first one to build a Rupert's House canvas canoe under the supervision of Factor D. C. McTavish. They eventually developed a thirty foot canvas covered canoe capable of carrying four thousand pounds, but the most popular size at the present day is the twenty-three and a half foot freighter with carrying capacity of two thousand pounds.

Indian voyageurs were always used on the Rupert river canoe transport system and, apart from supervision by the factor in charge of the trading post, there were no white supervisors actually on the route, for native supervisors (head guides they were called) were developed from among the outstanding Indians or their chiefs. Rupert River Indians have always been reliable and first class river men, and have a high record for delivering freight in good and undamaged condition. It is work which comes naturally to them and therefore they like and enjoy it.



Hard work with pole and paddle.

The canoes are last across the portage.

Oatmeal Rapids, where one of the longest portages is made.

A freighter under sail on a quiet stretch of the river.

Opposite page

The upper end of a portage

Two hundred pounds and a long walk ahead.

After the breaking up of the rivers in the spring, and any time from the first to twentieth June, the Indians return from their trapping lands and congregate about the inland trading post. There is great trading activity for about a week or so when the Indian delivers up his winter's catch, squares off his advances and "trades" the balance. Immediately after the trading is over the summer transport has to be taken in hand for the season is short; all too soon the leaves will turn brown and the birds go sailing south, when the redman must again betake himself to his trapping lands. The factor, therefore, begins organizing his transport brigade, and if he is fortunate in having a capable chief guide much of the work can be lifted from his shoulders, for the chief guide will immediately arrange his own crews. Usually he is required to man four canoes with six men in each. Each canoe has a bowsman, a steersman and four paddlers. The head guide does not take the bow of a canoe but travels as one of the paddlers in the leading canoe and gives his instructions therefrom.

The work of organizing the brigade usually takes from three to four days, for it is a long journey which is to be undertaken and the voyageurs will be absent for about two months. Rations and equipment are assembled; canoes, paddles and other gear thoroughly overhauled; voyaging rations apportioned and all other necessary preparations made. The day of departure is a gala one at the post; flags are hoisted and it usually takes about half a day for the voyageurs to prepare their loads and to make a tedious round of farewells in the Indian village. There is much handshaking and not a few tears, for sometimes not all the voyageurs will return. Occasionally there are accidents, for the river is turbulent and the least error on the part of the bowsman or other member of the crew may bring swift disaster. It must be said to their credit, however, that the Indian canoe men very seldom have an accident.

The farewells over, the voyageurs take their places in the canoes and in fine style paddle vigorously until well out of sight of the trading post, when they have their first "spell." In due course they come to the first rapid on the down-stream journey. While still some distance from the rapid the paddling automatically ceases. The head guide brings out the tobacco ration, and while the canoes cluster around he distributes to every man half a plug of the Hudson's Bay Imperial twist tobacco. Then, in the most solemn manner and without a word being spoken, the ceremonial smoke takes place while the canoes drift slowly down stream towards the rapid. While still some distance from the rapid the chief guide puts away his pipe and with ceremony drops a plug of tobacco into the river as an offering to the "Spirit of the Waters." Immediately this has been done he rises up to survey the rapid

and to judge his course according to the level of the waters. His decision made, he issues short, sharp commands, and immediately there is feverish activity. The leading canoe, in which the chief guide travels, takes the first plunge through the turbulent waters, followed by the remainder of the brigade in swift succession. Thus it is that the annual fur brigade makes for the coast laden with the winter's catch of furs.

In addition to the regular number of voyageurs there are always a few of the wives who accompany their husbands for the purpose of cooking, mending and attending to the requirements of the camp. On the down-stream journey, and when the canoes are not fully loaded, the squaws travel with the brigade, but on the return journey they procure small canoes and by travelling together work their own way up stream.

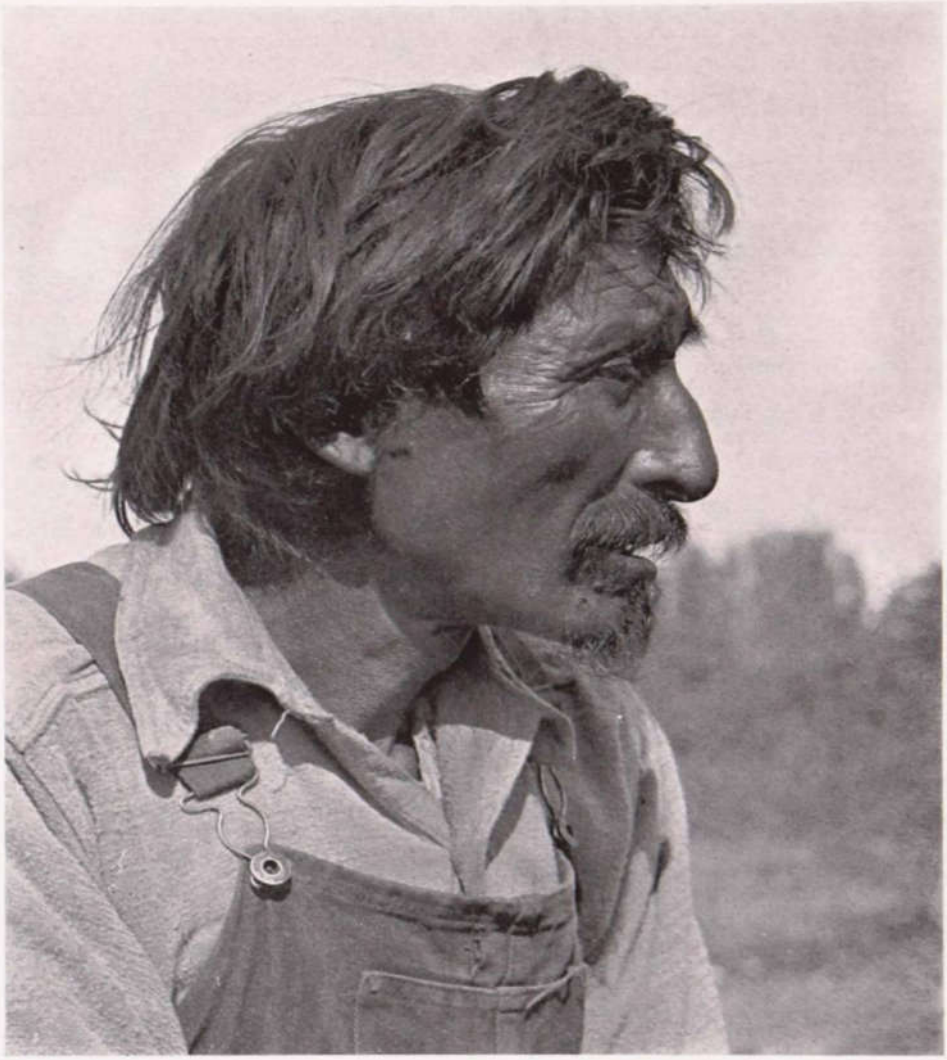
The journey down stream occupies from ten to fourteen days, depending on the weather, and the hours are very long, for the period of darkness is short in these northern latitudes. At four o'clock in the morning the chief guide is astir shouting *winish-kan* (arise) at all the tents, and immediately there is great activity and stir. Camp fires are

kindled and an early morning cup of tea made. Tents are struck, equipment and furs loaded into the canoes, and by five o'clock the brigade is under way. There is a succession of paddling, portaging and shooting rapids until about eight a.m., when the brigade goes ashore for breakfast, which is usually the most important and longest meal of the day. Between two and three in the afternoon a light meal is had and at about eight in the evening the whole brigade goes ashore to camp for the night. While the tents are being erected the chief guide issues out the rations for the next twenty-four hours, each canoe of six men carrying its own allotment. Everyone is busy during the next two hours preparing camp for the night and having the evening meal, but by ten o'clock all is still save for the murmuring of the waters from the river nearby. This routine is followed day by day until the fur brigade arrives at the coast of James Bay at Rupert's House. Here the furs are delivered to be trans-shipped by steamer to London, England.

The brigade usually spends about a week at the coast, for there is always a certain amount of trading to be done, not forgetting the business of marrying and giving in marriage, with consequent Indian dances. It frequently happens that some of the younger voyageurs will pick up wives at the coast or some of the young women of the interior will come down to marry on the coast. Moreover the annual visit of the inland canoe brigade is a social event amongst the Indians, so that visitors and residents alike look forward to it.

The real work of the season is still ahead, and at the appointed time the factor checks out the cargoes for the inland brigade while the chief guide apportions it to the various canoes. Thereafter it is the responsibility of each bowsman to look after his own load, which he marks in his own particular way, usually by means of dabs of paint of various colours. In this way responsibility for damaged or neglected cargo can be easily ascertained, although the chief guide at all times exercises a supervisory control over the whole brigade. On leaving Rupert's House the canoes are heavily laden, for in addition to the cargoes they have to carry food and equipment for the long journey inland of from thirty to thirty-five days.

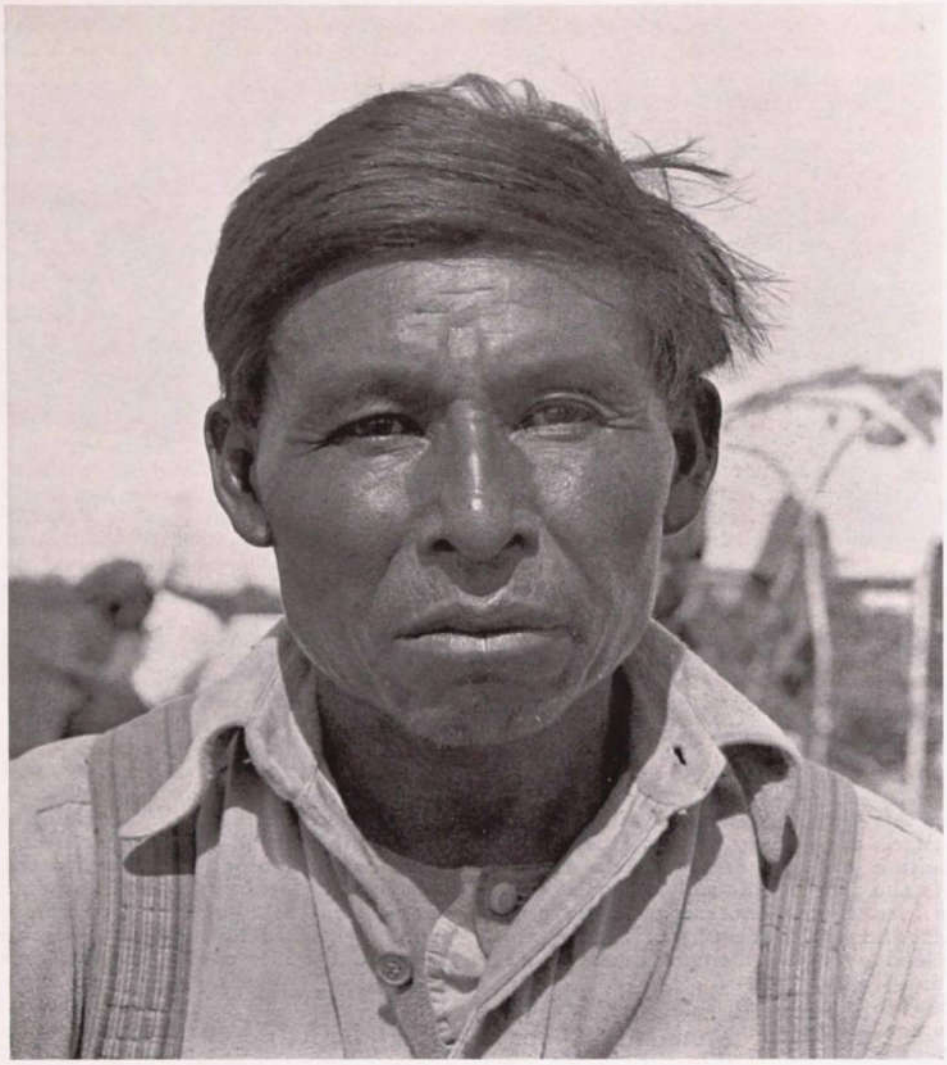
Eventually everything is ready. The factor hoists the post flag and the chief guide raises his flag in the leading canoe. There is much handshaking, for of course every man of the brigade has to say good-bye to the factor and his staff, then off they paddle in great style and not far away arrive at [*Continued on Page 66*



Angus

A conjurer of the Little Grand Rapids band
of Indians, 150 miles east of Lake Winnipeg.

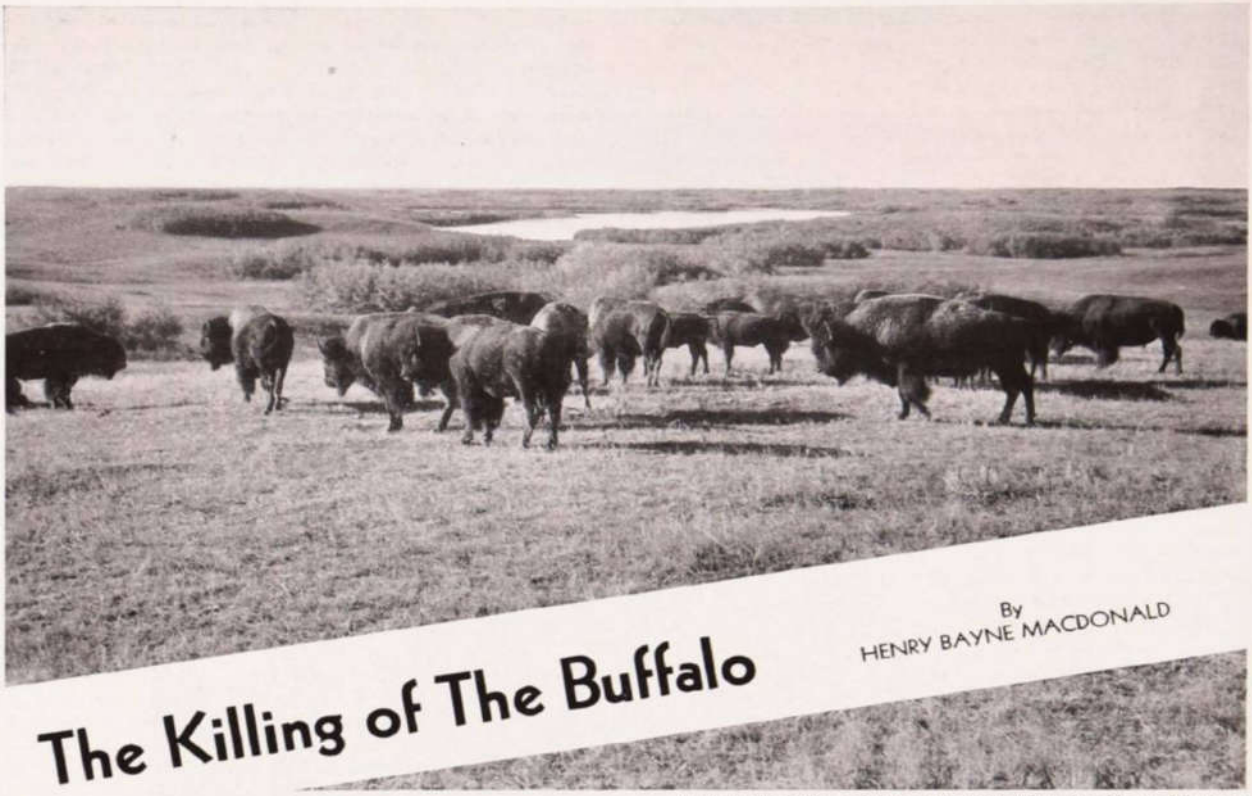
Portrait by
PROFESSOR A. IRVING HALLOWELL
University of Pennsylvania



Ketagas

A councillor of the Little Grand Rapids band of Indians. His name means "Something striped."

Portrait by
PROFESSOR A. IRVING HALLOWELL
University of Pennsylvania



The Killing of The Buffalo

By HENRY BAYNE MACDONALD

Photos by W. J. Oliver, Calgary, and courtesy Canadian National Railways

Authorities Differ in Placing the Responsibility for the Virtual Extermination of the Buffalo, But the Weight of Opinion Is That Man with the High Powered Repeating Rifle, and Not Epidemic Disease, Caused Their Sudden Disappearance About 1880.

ONE of the striking things about the controversy which rages, even today, over the causes of the extermination of the plains buffalo (*bison americanus*) is the spectacular lack of agreement among authorities. Data concerning the days of the big herds and the hunting "brigades" are abundant; indeed, every third citizen over the age of seventy in Western Canada seems to have been a famous buffalo hunter. But generalizations upon these data are as various as the winds that blow.

The latest development of the controversy appeared last year in the pages of the *Canadian Historical Review*, where Mr. Frank G. Roe, of Edmonton, examined the suggestion advanced by Dr. E. A. Bruce, Dominion pathologist at Agassiz Experimental Farm, B.C., that the ultimate cause of the sudden disappearance of the buffalo was not slaughter by human hands, but disease. Dr. Bruce suggested *hemorrhagic septicaemia*, which is today taking heavy toll of North American herds and flocks, as a possible agent.

The *Review's* discussion does not alter the original generally held opinion. Mr. Roe dismisses disease as a principal agent, and attributes the extermination wholly to human wastefulness and slaughter. But, like many a parliamentary debate, while it states nothing new in conclusion, this argument offers excellent entertainment in progress; especially as Mr. Roe's article provoked responses from two other eminent authorities, Professors R. O. Merriman, of Queen's, and A. S. Morton, of Saskatchewan.

A layman may be excused for bewilderment amid all these clashing authorities when, as seems apparent at the opening of a passage on "Historical Evidence of the Extermination," he finds Mr. Roe even disagreeing with himself. This is the passage:

"When the same thing (the sudden disappearance of the buffalo) came to pass in the northwestern United States in 1883, the disappointed hide hunters, who had outfitted as usual in the fall of the year for the expected slaughter, could not

bring themselves to believe it. The common explanation . . . was that the great herd had gone north into Canada, and would shortly return in force. Contrary to this opinion, however, the virtual extermination in Canada actually preceded the final slaughter of 1880-83 in the United States."

Now, that is all very reasonable and logical. But from there on we find Mr. Roe arguing that there was no progressive "extermination" in Canada—specifically no extermination for the sake of hides alone, which, one understands, was the sort of extermination which was most wasteful and reprehensible.

"The reasons for this difference between Canada and the United States," Mr. Roe continues, "are in my opinion as follows: Since settlement of the plains was confined at first to the United States, extermination first became a pressing question there, either as a necessary prelude to or a consequent result from settlement, or as a semi-political *desideratum* for other reasons."

In the second place, the Hudson's Bay Company's "deliberate opposition to settlement in Western Canada"* retarded the opening up of bulk transportation routes, and so the commercial class had no incentive to foster a policy of extermination. In the third place, it was not until 1870 that the determined hostility of the Canadian Blackfeet and their confederated tribes was overcome and passage through their country "made possible." Thus we learn from Mr. Roe that the buffalo plains of Alberta were untrodden by white men before 1870. Dr. John McLoughlin and Sir George Simpson had not been through to Oregon, and Peter Fidler had not built Chesterfield House at the junction of the Red Deer and Bow in 1800! It is things like this that make the buffalo controversy so interesting and unexpected. An assertion in the first quotation that extermination in Canada preceded that in the United States, followed by arguments in the second quotation that no white men to speak of were in the West—due to the deliberate wickedness of the Hudson's Bay Company and the hostility of the Blackfeet—until 1870, is a mere commonplace in this astounding debate.

Professor Merriman, in his response to Mr. Roe's article, makes another point in connection with the retarding of settlement.

"As I attempted to show in my two studies of this topic," he writes, "this opposition (of the Hudson's Bay Company) was based on the incompatibility between settlement and the existence of the buffalo as a range animal, and on the supposed necessity of the continued existence of the buffalo as a range animal to provide food for the fur transport if the fur trade was to be continued."

And since the fur trade was the largest industry in Western Canada at the time, and gave occupation and support to a larger number of men than any other, it was perhaps not unjustifiable to try to keep it alive.

In his examination of the evidence regarding disease, one finds Mr. Roe on firm ground. He sees the reason for such an hypothesis in the dramatic suddenness of the disappearance, and he pursues the enquiry with a mind open to the view that the disease explanation is by no means inconceivable. He notes the evidence of Dr. Elliott Coues, "Buffalo Jones," and Ernest Thompson Seton, to the effect that formidable non-human enemies of the buffalo included snow, ice in lakes and rivers, fires, bogs, quicksands, and wolves. Finally, in connection with disease, he gives the testimony of Dr. Hector, in the Journals of the Palliser Expedition, 1857-1860. Dr. Hector, in 1858, wrote as follows:

". . . The Indians told us that not many years ago there were many of these animals (buffalo) along the valley of the North Saskatchewan, within the mountains. Eleven years ago, they say, there were great fires all through the mountains and in the woods along their eastern base; and after that disease broke out among all the animals, so that they used to find wapiti, moose, and other deer, as well as buffalo, lying dead in numbers. Before that time there was abundance of game in all parts of the country; but since then there has been great scarcity of animals, and only the best hunters can make sure of a killing. I have heard the same description of the sudden change that took place in the abundance of game from half-breed hunters in different parts of the country; so there is little doubt that there is some foundation for the account given by the Indians."

Having paid tribute to the usual caution and reliability of Dr. Hector, Mr. Roe notes to the contrary that he was a transient visitor, debarred in the nature of things from the wide accumulation of comparative data on the buffalo, "upon which alone sound inductions can be formed." He is especially sceptical of a report which shows the same disease attacking "all the animals," and gives evidence of other animal epidemics which were invariably confined to certain species and types. The "impartiality" of *hemorrhagic septicaemia* he attributes to the confinement of animals in unsanitary pens. As to disease following fire, he is more inclined to accept the contrary as true, and cites the case of the Great Fire of London, to which authorities attribute the cessation of the "plague" of that period. An outbreak of "swamp fever" in Western Canada around the turn of the century Mr. Roe considers due to incessant rains in the years 1899-1903, which made prairie fires an impossibility.

There is, however, evidence to confirm Dr. Hector's testimony as to fires in the foothill country about 1847. Mr. Roe quotes Rev. Robert Terrill Rundle, pioneer missionary: "It was about this time we saw the burnt buffalo. They had perished in the flames the preceding fall of the year, when that part of the country was on fire."

On the other hand, Paul Kane, the wandering artist, wintered at and around Edmonton in 1847-8, and made no mention of fires. Mr. Roe does not believe that there was any general conflagration, as that would necessitate the timber growth of that region being at present only about eighty years of age, which there is evidence to disprove.

Further evidence regarding fires comes from an editorial in the *Edmonton Journal*, quoted by Mr. Roe, which refers to great conflagrations which swept the prairie and forest regions in 1879, the

*This, too, is a nice, long, stimulating controversy which we hope to get involved in some day.—Ed.

year in which some authorities believe the buffalo disappeared. These fires were said to have been set by rival whisky runners who infested the foothill country at that time. The testimony of an Alberta judge is given:

"The greatest enmity prevailed between some of the smuggling gangs, who, to thwart the operations of their opponents in trade and the enemy police as well, set fires in all the best grassed valleys and natural feeding grounds of the buffalo."

Presumably the reference is to the dependence of foothill inhabitants upon the buffalo for food. But to the uninstructed it may appear that the smugglers' wanton destructiveness might well react upon themselves, for they, too, must have been similarly dependent.

Mr. Roe accepts the fires as a fact, but doubts whether they were more than a subsidiary and incidental cause, "perhaps assisting to drive the remaining herds nearer to the Northern Pacific Railway, or to some region more favourable for transport of hides in large quantities"—again a reference to the human destroyer. He does not seem to consider the burning of the buffalo's sustenance (the grass) an important factor. "Fires," he says, "were no novelty in the buffalo's environment, being of almost yearly occurrence." The Alberta judge, however, in a passage of curious pathos, quotes Chief One Spot, a Blood Indian, who was "a strong young man" in 1879: "Hills is all black—no water, no grass for ten days' ride. Buffalo come to Belly River. Him go south like always do for winter feed. Next year him no come back. One Spot never see 'um again."

Professor Morton, of Saskatchewan, places some emphasis upon the heavy blizzards of 1879-80 as a possible cause of the disappearance. He concedes the weight of Mr. Roe's accumulation of evidence

against hide hunters, but, he says, in the final phase of the extermination, after 1880, "it is the suddenness which requires explanation." The theory of an epidemic is satisfactorily disposed of by Mr. Roe, but the possibility remains that the wild winter of 1879-80 dealt the final blow. Professor Morton gives the evidence of an early settler in the Kamsack region, not far from Fort Pelly, who said that the skeletons of buffaloes on his farm were so numerous as to suggest a sudden disaster, and also that the lower branches of the bush about there were chewed and stripped of bark, suggesting that the buffalo, unable to get down to grass through the frozen snow, tried to live on the trees and finally starved to death.

The conclusion of this decidedly ding-dong argument we give in the words of Mr. Roe: "The . . . verdict is unquestionably correct: man, and nothing else, was the final destroyer of the wild buffalo in Canada."

II

A curious characteristic of the genus *homo* (*homo sapiens*, as he is sometimes, with small enough reason, called) is his tendency to find moral justifications for the brutalities and stupidities of which he is not infrequently guilty. We British used to come in for particular condemnation in this regard from enraged Continentals who found us blandly corralling colonies and seaways for the glory of God and the benefit of humanity at large. But beyond doubt the tendency is not peculiar to any nation; it affects the species in general, wherever found.

In keeping with this mighty tradition are certain remarks by Mr. Frank Ernest Hill in the *New York Times Magazine* for May 26, 1935, concerning the extermination of the buffalo.

"There was," says Mr. Hill, with reference to the period from 1865 onward, after the building of the Union Pacific Railway, "a constant effort on the part of the (U.S.) government to deprive the Indians of the buffalo. The animal encouraged them in a migratory life; if it disappeared, perhaps the braves would settle down to farming, and the fierce plains wars of the seventies be no more."

So the reason why thousands of American hunters went out on the plains and killed from 1,000 to 3,000 buffalo per man per season until the animal finally gave up the ghost and disappeared was that the U.S. government was earnestly and prayerfully endeavouring to benefit poor Lo, the Indian. Believe it or not, the fact that the American hunters saw an easy way of making money out of buffalo hides, or that a lusty human sadism made them delight in slaughter, had nothing to do with it!

This sanctified task of "depriving the Indian of the buffalo" and "discouraging him from a migratory life" took a highly specific form in the year 1877, when one of the U.S. Indians, a Sioux chief named Sitting Bull, moved over into Canada in something of a hurry and brought from six to ten thousand braves with him. The previous year, 1876, Sitting Bull had annihilated a force of American soldiers under General Custer. His quick exit to Canada was to avoid the wrath of the United States government. C. M. MacInnes, western historian, tells the rest of the story:

"In 1878 the United States government decided to starve Sitting Bull and his followers into surrender. A cordon of half-breeds, Indians and American soldiers was therefore formed, and ordered to drive the buffalo back whenever the herds started to come north; and it was there, shut in by this cordon from their favourite grazing grounds on the Bow River, that the last great slaughter of the bison took place. . . It seems rather unjust, to put it mildly, that because the Americans had failed to handle their own Indians successfully, Canadian Indians were therefore to be afflicted with famine."

"When the Blackfeet Hunt," from a painting by John Innis in the Historical Exhibit of the Company's Winnipeg Store.

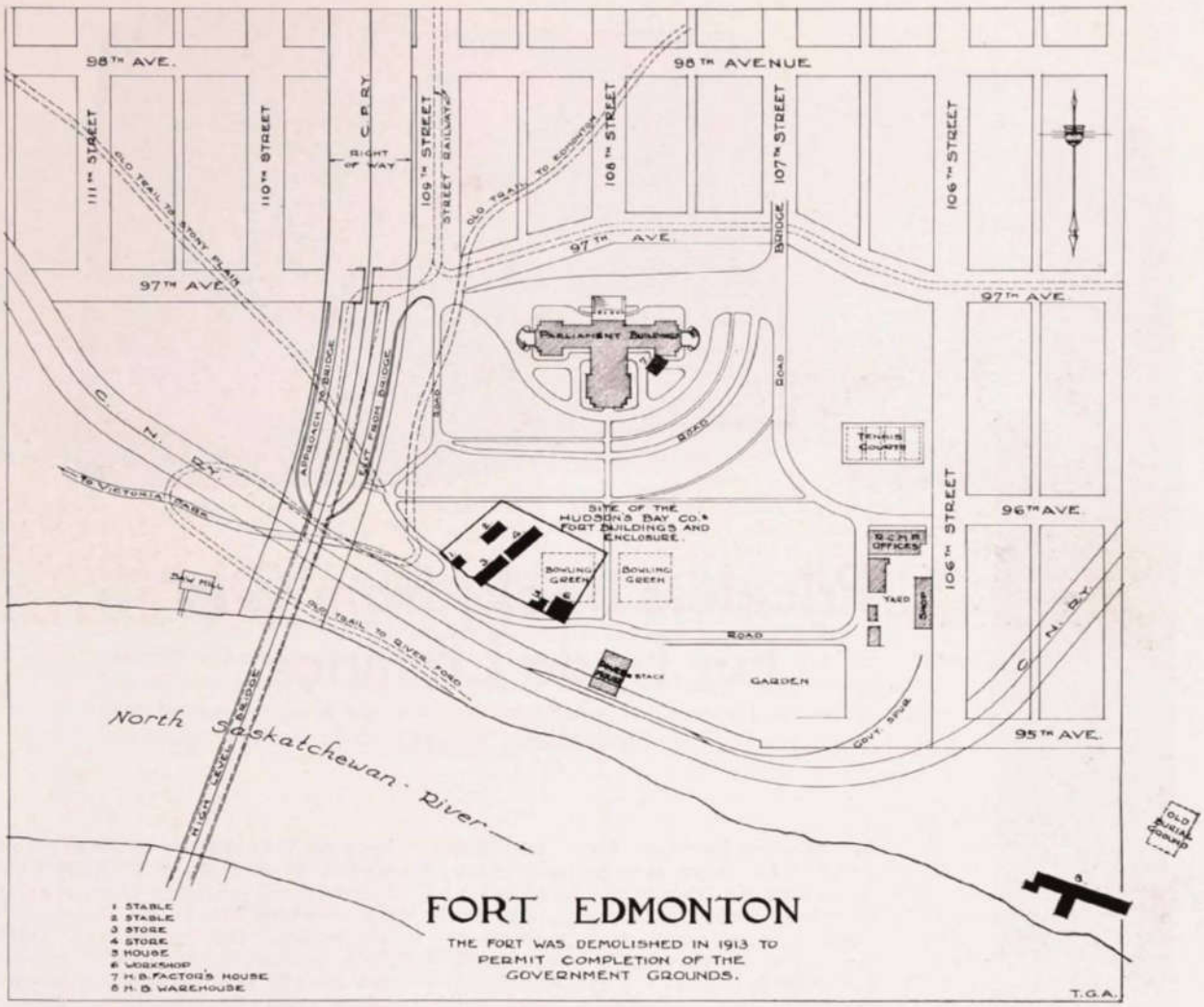
Again the point was that the buffalo of those days, like the wheat of today, was the staff of life in Western Canada. He provided food, clothing, shelter (skin tents), fuel (buffalo chips), and innumerable articles of use to white men as well as Indians. The cutting-off of the northward spring migrations deprived Sitting Bull of practically all his normal supplies. It also gravely embarrassed the Canadians, and especially the newly formed Royal Northwest Mounted Police, who had the task of keeping order in the territory.

It seems certain, then, that an appalling slaughter of buffalo took place below the 49th parallel in 1878-9, simply for the purpose of starving Sitting Bull. This is doubtless the "semi-political *desideratum*" referred to by Mr. Roe. Buffalo were apparently killed off without any concern as to their use, either for hides or for meat. It was all very reprehensible.

But lest we perceive not the beam in our own eye from watching the mote in our neighbour's, we should also give heed to the Canadian side of the case. The famous Red River buffalo hunts went on annually from about the second decade of the nineteenth century to the final disappearance of the buffalo in the '80s. The slaughter was great, and in some cases apparently wanton. We may gain an idea of its magnitude from Alexander Ross's "Red River Settlement," which gives certain statistics of the hunt for the years 1820 to 1840. The cavalcade which went out from Red River after buffalo in 1820, Ross says, numbered 540 Red River carts, the squeaking of which could be heard for miles. In 1825, the number of carts had increased to 680; in 1830, 820; in 1835, 970; in 1840, 1210. Accompanying the carts were literally thousands of hunters—settlers, Indians and Metis. "The army that went out from Red River to slaughter buffalo," says Dr. W. T. Hornaday, "was larger than that with which Cortez subdued an empire." Professor Henry Hind estimates that the number of buffalo killed by the Red River settlers between 1820 and 1840 was not less than 652,000.

With slaughter of this sort going on from year to year, with ever-increasing numbers of hunters taking part, one need not wonder at Mr. Roe's conclusion that man, and man alone, was the cause of the buffalo's extermination. The coming of improved transport facilities in the United States, coupled with the development of breech loading, rapid firing rifles, made hunting easy and profitable. Col. R. I. Dodge ("Plains of the Great West") counted 112 carcases of buffaloes within a semi-circle of two hundred yards radius, all killed by one hunter from the same spot in three quarters of an hour. Individual hunters killed from 1,000 to 3,000 in a season. The famous Buffalo Bill was said to have killed 4,280 in eighteen months. Toward the end the waste became tremendous. Seldom was anything taken more than the hides and tongues. The carcases were left to rot by hundreds on the plains.

Thus the monarch of the great prairies came to his end. His was a mighty era. Even today, while in the "back of their minds" they have no doubt how it came to pass, men still like to talk of his demise, with arguments pro and con and many happy recollections of the spacious days of yore.



This plan prepared for "The Beaver" through the courtesy of Mr. P. N. Johnson, director of surveys, Alberta Government, will be of interest to many.

Fort Edmonton was built in 1795 by George Sutherland, twenty miles from the site of the present city of Edmonton, and was the Hudson's Bay Company's reply to the challenge of Fort Augustus, which had been built there the previous year by the Northwest Company. The name Edmonton was chosen in compliment to John Pruden, who was Sutherland's clerk and a native of Edmonton, Middlesex, England.

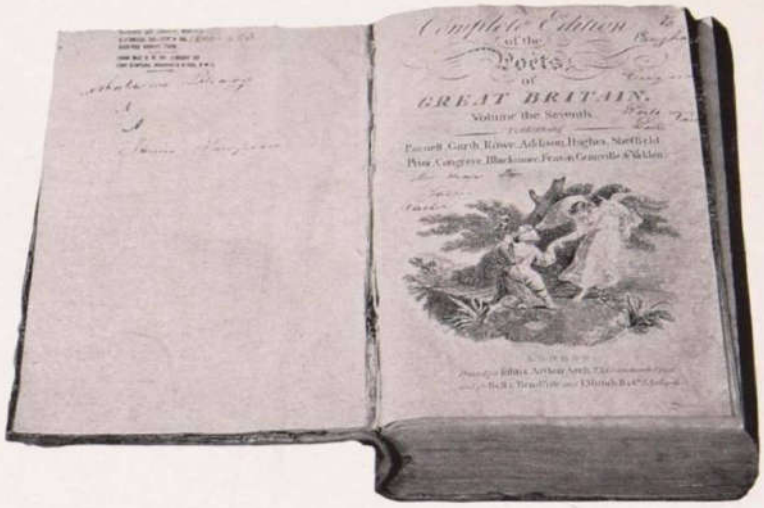
In 1807 the original fort was destroyed and a new one erected in the site shown on the plan.

Mighty men of the fur trade lived at Fort Edmonton. There for thirty-two years Chief Factor John Rowand ruled the country from the Red River to the Mountains and north to the Arctic. There he built that wonder of the Northwest, the "Big House," the fantastic interior decorations of which were described by the artist, Paul Kane: ". . . making altogether a saloon which no white man would enter for the first time without a start, and the Indians always looked upon with awe."

John Swanson, Williamson Clare, Richard Hardisty and William Livock also ruled at Edmonton; Father Lacombe knew the fort well and wrote of Rowand, "Ah, he was a grand little man!"

In the early days the fort was at times a gay place, and many are the descriptions handed down of happy days, especially at Christmas and the New Year; of the good dishes of Murdo Mackenzie, the cook; of dog teams, gay with silk and beadwork, silver balls and feathers; of dog races, and then the bell at sunset to announce the closing of the gates.

The fort was demolished in 1913.



Priceless Books from Old Fur Trade Libraries

By C. E. L'AMI, Winnipeg

IN 1924 the Hudson's Bay Company decided to search its northern posts for material which might be of value to the archivist in London. Instructions were sent out to all posts, and thereupon in the winter twilight of the North began a great scurrying through dusty corners where century-old books and documents had been long at peace. Followed laborious freightings, by canoe, by dog-team, by human effort, over the long portages. When it was finished eight tons of books, documents and relics had been delivered at Hudson's Bay House on Main Street in Winnipeg.

What curious history the documents may reveal will doubtless appear in time. They were despatched to London. A large consignment of books from the old libraries at Fort Simpson and York Factory, however, remained in Winnipeg, and were catalogued and placed in the library at Hudson's Bay House. Through the courtesy of the Company I was given an opportunity recently to examine them. It was a strange, almost awe-inspiring experience. I had intended to pass perhaps two or three hours browsing. At the end of a week I tore myself away from that feast like a besotted fly tottering from the jam-pot of which he can eat no more.

For here was antiquity! Among these ancient leather-bound volumes one caught the distant beauty of *le temps jadis*, felt the heroic impulse to praise famous men. Here, in mute rows, were books once owned by Peter Fidler, by John Work, by Robert Campbell, by Simon Fraser the elder (the *Bonhomme* of Quebec), by Dr. John McLoughlin; yes, even by Alexander Mackenzie himself—mighty men, pioneers who stalk like giants through the history of the West. Their eyes had scanned this print, their hands had thumbed dog-ears upon these yellow pages!

There were 1297 books on the shelves, dating from the late seventeenth to the middle nineteenth century. They had formed part of the libraries maintained by the Company at its northern posts. It was amazing to think what hazards they had survived. Through centuries or half centuries of wind and weather, of Atlantic passage in small sailing craft,

Since the Earliest Days of the Hudson's Bay Company There Have Been Scholars in the Ranks of the Fur Traders. To These Men at Distant Posts Books Were Sent to Relieve the Monotony of Long Winters, and These Books, Some as Old as the Company Itself, Have Now Been Brought from Post Libraries at York Factory and Fort Simpson to Become Part of the Library at Hudson's Bay House, Winnipeg. Today These Books, Some Bearing Such Famous Names as Simon Fraser, Peter Fidler, and Even Alexander Mackenzie, Give Interesting Evidence of the Character and Literary Tastes of Fur Traders of Long Ago.

of handling by rough and careless men, of existence in an unpeopled wilderness, they had come to safe storage in Winnipeg. One at least of them had probably been in York Factory when Pierre le Moyne d'Iberville came with his ships and captured and pillaged the fort; when Henry Kelsey, a madcap boy, played with the Indian children at the forest's edge; when Prince Rupert was Governor of the Company of Adventurers. Shakespeare was right. Not marble nor the gilded monuments of princes outlives black ink on white paper.

Any thorough cataloguing of twelve hundred books is beyond the scope of a brief article such as this. One can only dip here and there choosing titles which seem of special interest. Even then, many fascinating volumes must go without mention. Antiquity has not been the sole criterion in making this selection. The library as a whole offers interesting evidence of the character and literary taste of the men who served the Hudson's Bay Company during the century and three quarters from 1700 to 1875.

To start from the chronological beginning, here is a book which seems to be the oldest in the collection—a leather-bound copy of the Epistles of Pliny the Younger, in Latin. The title page is torn out, and there is nothing to show the date of publication, but on several blank pages throughout the volume there is the signature "John Dering, 1678," of whom, unfortunately, there is no record in the Hudson's Bay Company annals. It is possible that he was related to Sir Edward Dering, the second deputy-governor of the Company, who held office from 1685 to 1691. Henry Kelsey, who had no especial gift for orthography, named "Deering's Point" after Sir Edward. There was also a Hudson's Bay ship of that time named the *Dering*.

Here, under the title "Season on the Seasons," is an almanack of the year 1790 by one Henry Season, who calls himself a "Licensed Physician and Student in the Celestial Sciences." A dithyrambic ode to the month of February by Dr. Season contains the following magnificent couplet:

"On sledges when the Lapland lovers go
To meet their damsels over hills of snow."

Thomas Medwin's "Conversations of Lord Byron" is here in a contemporary copy, published 1824, the year of Byron's death, when the great controversy over the man and his works raged at its hottest. It contains a facsimile of a letter of introduction given by Byron to Medwin, addressed to H. Hobhouse, M.P., showing handwriting of astonishing untidiness but equally astonishing legibility. The toilsome composition of the literary artist is shown in the numerous interpolations. Byron recommends Medwin to Hobhouse in connection with "Some plans he has formed with regard to offering his services to the Greeks, a pro-

ject in which we are all interested." Medwin was a captain in the 24th Light Dragoons, and a relative and schoolfellow of Shelley. One of his notes refers to Lord Byron's travelling equipage, which included "7 servants, 5 carriages, 9 horses, a monkey, a bulldog, a mastiff, two cats, three peafowls, some hens, all his books, and a vast quantity of furniture."

Adam Smith's "Theory of Moral Sentiments" is here, in two volumes, the eighth edition, dated 1797; and so also are Hogarth on the Musical Drama, 1838; Voltaire's History of Charles XII of Sweden, in French, 1821; a Johnson Dictionary dated 1785 (in which, by the way, the learned Samuel defines "man" in one case as "not a boy"); Sir John Ross's second voyage in search of a Northwest Passage, 1835, during which he discovered the North Magnetic Pole; Bishop Heber's Journal, 1828; and Theophile Gautier's "Wanderings in Spain," a contemporary copy published in 1853.

Here, again, are magazines galore—*Blackwood's, Punch*, the *Gentleman's, Douglas Jerrold's*, the *Monthly Review* (1798 on), the *Argosy* (edited by Mrs. Henry Wood), *Household Words* and *All the Year Round* (edited by Charles Dickens), the *Mechanics*. It would be fascinating to delve into these, a long record of day by day happenings in literature, art, science, politics, society, from 1798 to 1875, but time does not serve. One can only skim through. Here, in the *Mechanics' Magazine* for 1825, is an article on "Flying in the Air," which tells of John Baptist Dante, of Perugia (said to be a relative of the poet), who fitted wings upon his body and flew over Lake Trasimene; of Mr. Murray, who in 1790 threw himself from the church tower in Portsmouth wearing a parachute of his own make, and got safely to earth; and of Mr. Degan, a watchmaker, of Vienna, who in 1809 made a machine with flat wings nine feet long and mounted high in the air. And in the issue of August 30th, 1823, we have this small news item:

"Self Moving Carriage—A carpenter of Buckland, near Chard, is said to have invented a carriage which will travel without horses. It has lately been exhibiting, and appears to answer the purpose intended. It is of very light construction."

Bound in raw buckskin, and showing signs of much use, is a venerable compilation called "The Works of the British Poets," edited by Robert Anderson, M.D. Dr. Anderson proves to be no better picker than Dr. Johnson, whose "Lives of the Poets" is also in this library. Here are some of the men he calls "the greatest names in English literature:" Thomas Parnell, D.D.; Sir Samuel Garth; John Hughes; John Sheffield, Duke of Buckinghamshire; Sir Richard Blackmore, physician, who wrote a poem in seven books called "Creation;" Elijah Fenton, who writes an introduction to a 1795 copy of Milton's "Paradise Lost," elsewhere in this collection; George Granville, Lord Lansdowne; and Thomas Yalden. Does anyone remember them or their works? A good many of Dr. Anderson's choices for literary immortality, we may note, are M.D.s. A physician himself, he evidently intended to be loyal to the craft.

"Shorter Examples: Second Book of English Examples To Be Rendered Into Latin," from Eton College, 1805, shows what, in the intervals of winning the battle of Waterloo on the playing fields, the small boys of Eton were swotting up in the classroom. Example: "It is the part of a young man to reverence his elders." Example: "Melancholy men (*atra bile laborantes*) seem to be angry not only with others, but with themselves." And finally, (*exempli gratia*, indeed!): "It is of great moment to boys, where they are educated!!"

Two curious views of Canada's political and economic future are provided by commentaries in a "Geographical Dictionary," by J. R. McCulloch, 1858, and *The London General Gazetteer*, by R. Brookes, M.D., 1833.

"National pride (says McCulloch) may prevent our relinquishing this costly and worthless Dominion, but good sense . . . should suggest the policy of voluntarily anticipating what must in the end necessarily happen, and of providing for the independence of Canada under a system of friendly and mutually beneficial relations with this country."

Brookes, with a different view of the worth of the Dominion, notes this interesting scrap of history:

"England had been accustomed to draw a supply of timber to the extent of 150,000 to 200,000 tons per annum from the United States, when in that year (1807) the U.S. government adopted the most extraordinary policy ever before heard of, in prescribing its citizens from all external intercourse. This forced the English upon Canada and the other British American provinces for a supply of that essential commodity, and in 1809 . . . so reciprocal had an extensive intercourse between Canada and England proved, that on the U.S. attempting to renew their intercourse they found all ports closed against them. A great many of the most active and intelligent citizens of the U.S. moved into Canada. The number of inhabitants, which in 1775 did not exceed 90,000, in 1814, according to a capitation tax, amounted to 335,000."

Dr. Brookes also denounces the "British legislature" for "a selfish and blind policy of confining the manufacturing population of England as well as of Ireland to a potatoe diet," lest the admission of Canadian grain should affect the money price.

"How to Emigrate," by Wm. H. G. Kingston, is dated 1855, and professes to be "A Complete Manual for Intending Colonists." The outfit suggested for steerage passengers is fearful and wonderful. For example: "Male—2 jackets, 2 waistcoats, 3 pr. trousers, 1 duck frock, 12 shirts, 2 pr. shoes, 1 pr. half-boots, hobnails; 1 knife, fork, spoon, mug and plate. Female—2 dresses, 6 chemises, 2 sleeping jackets, 1 flannel petticoat, 2 cotton ditto, 1 pr. stays. The cost of these outfits is estimated at only £4.

"A New Spanish Grammar," by Joseph Giral Del Pino, published 1787, bears the signature "L. E. Ermatinger, Gibraltar, 1792." The Ermatinger family is famous in North-West Company annals.

A collection of "Essays From The Times," dated 1855, contains the original notices of Dickens' "David Copperfield" and Thackeray's "Pendennis." Re the Micawbers, the *Times* reviewer (anonymous then as now) says: "They live better on nothing than most people do on little; . . . they pass from despair to hot punch." Re Dora Spenlow: "Dora Spenlow is a caricature, one of those into which Mr. Dickens allows himself to be seduced by his habit or working up figures in detail." And in general: "Mr. Dickens has a perfect passion for being particular, as if the portrait might be wanted for the *Hue and Cry*." Concerning Thackeray: "While he has observed keenly enough the peculiarities of the world which he depicts, he has not gauged universal humanity as skillfully as Mr. Dickens."

Among such rugged and hardy men as those old-time fur traders, it seems curious to find a book like "Lectures on Elocution," by Thomas Sheridan, M.A., published 1762. On the flyleaf is the signature, "John Finlay," and the book is well thumbed. John Finlay was with Alexander Mackenzie on the Peace River in 1792. He was one of those tremendous fellows who hewed out the white man's pathway across the most fearsome terrain in the world. No milksop was John Finlay. But he seems to have studied elocution. Imagine, if you can, this rugged giant standing before an assembly of fur traders reciting "The Boy Stood on the Burning Deck," or "The Wreck of the Hesperus"—though of course those masterpieces had not been written then!

In passing, and speaking of recitations, we may take notice of a copy of *Blackwood's Magazine* for May, 1853, which contains a beauteous composition entitled "MacTavish and the Queen of Phaerie, a Highland Ballad Communicated by the Shade of Ossian." The ballad deals with one—

". . . Forquhard Mhor MacTavish,
To whom the females were
Of their attentions lavish."

Forquhard Mhor's henchman finds him on the heather, "with his flask of spirits Emptied altogether," and asks him what's what, to which the MacTavish replies that he has seen a vision.

"She was dressed in green,
Her arms were rather hairy;
And I knew at once
It was the Queen of Phaerie!"

Some anonymous "Letters Concerning the Present State of the French Nation," dated 1769, have interesting comments to make upon famous men of the day. Of Rousseau: "Genius, originality, and persecution have rendered his name famous over the whole globe." Of Voltaire: "Many of them (his works) are so short that the titles are half as long as the essays. A more universal genius never lived, but like all universal geniuses he is super-excellent in nothing." Of Fragonard: "The fine easy flow of pencil . . . is never attended with want of finishing."

It is astonishing how little *Punch* has changed. Here is the issue for Tuesday, December 12th, 1855. Under the "Essence of Parliament" heading, we have the following:

"Parliament met. Her Majesty delivered, very gracefully, a speech which Lord Aberdeen had written very ungramatically. In the evening, both houses fought about the answer, and Derby and Dizzy (Disraeli) expressed their conviction that the government had made a dreadful mull of the war. Newcastle, in the lords, said they had done nothing of the kind and stated that if all the lint he had sent out to the Crimea were spread out on the ground, it would cover 36 miles. Sidney Herbert, in the Commons, paid a very pretty compliment to Miss Nightingale."

"The American Negotiator," by J. Wright, accomptant, 1765, is an elaborate work setting out comparative tables of the various currencies of the British Colonies in America, including Nova Scotia, Canada, New England, New York, East Jersey, Pennsylvania, Maryland, [*Continued on Page 66*

Journey from Chesterfield to Back's River

Cariboo killed en route.

Making camp and feeding dogs.

Corpl. Petty, R.C.M.P. and Harry Ford, H.B.C. beating snow out of sleeping skins before turning in.

Photographs by L. A. Learmonth

Chesterfield.

The Schooner "Fort Chesterfield" —

Chesterfield dwelling house.

At Chesterfield, summer 1929. Left to right: Hugh Conn, Const. Jones, R.C.M.P., N. Wilding, "Lofty" Stewart, Joe Ford, C. Winter.

— frozen in. Drying out the sails.

Fur Trader's Album

via Wager Inlet, March-April, 1926.

Lowering sled over a frozen waterfall going into Wager Inlet. Kit lying at the foot.

Breaking camp at Back's River.

Getting in for the night.

H B C Western Arctic District

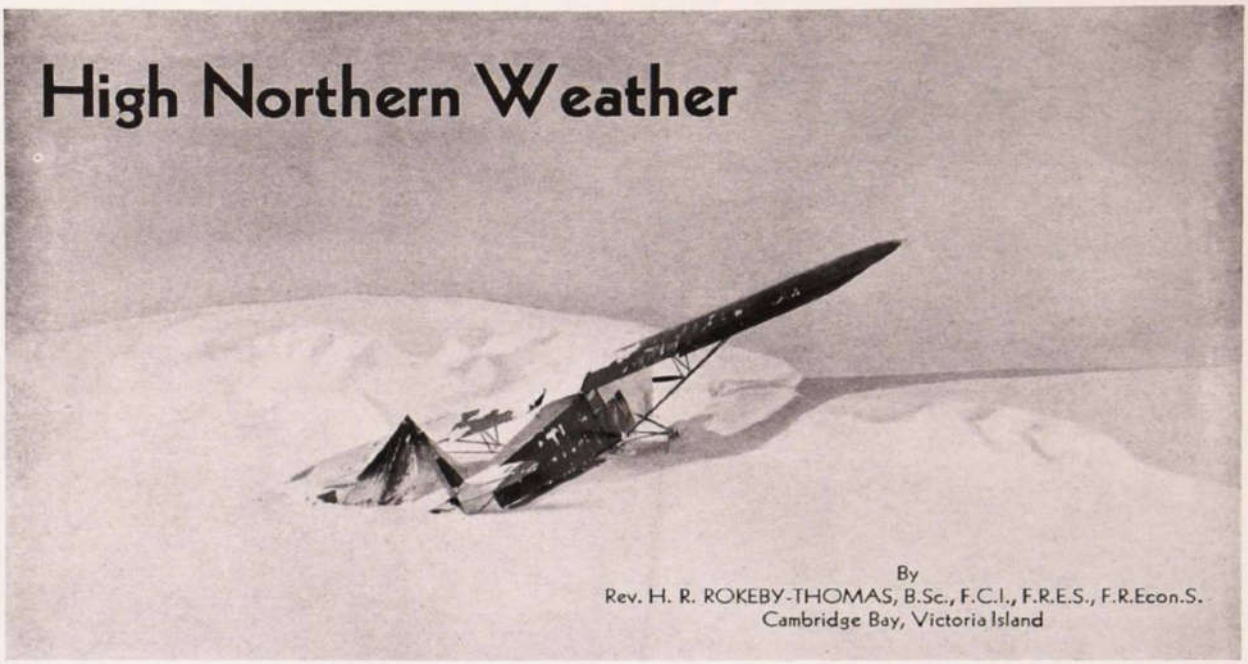
Establishing Baker Lake & Wager Inlet posts, Summer 1925.

Shooting seals going up the Inlet to Baker Lake. At the back: "Pork"; middle: W.O. Douglas; front, left to right: Roy, W.E. Brown, A. MacPherson, Capt. Rendell.

Landing party at the mouth of the Thelon River.

The "Fort Chesterfield" unloading at site of Wager Inlet post.

High Northern Weather



By
Rev. H. R. ROKEBY-THOMAS, B.Sc., F.C.I., F.R.E.S., F.R.Econ.S.
Cambridge Bay, Victoria Island

The Description of "The Friendly Arctic" Needs Some Qualification—the Weather Remains the Final Arbitrator of the High North

LIFE in Arctic regions today is not as impossible as the writings of early explorers indicated, and it is largely through their terrible, and sometimes disastrous, journeys that sufficient knowledge has been obtained to meet conditions north of the Arctic circle.

In this connection the fact emerges that prevailing weather conditions must be accepted as an absolute arbitrator of action. In more moderate climates it is often possible to overcome adverse or inclement weather, but man has yet to master the vicissitudes of polar weather.

Blizzards on the barren lands are often of such intensity that to go outside an *igloo* or house is dangerous in the extreme, while more moderate conditions of drifting snow may make sled travel impossible in a country for the most part either unmapped or, at best, subjected to but a sketchy survey along the coast. A traveller losing his bearings in the North would encounter more than ordinary difficulty in re-establishing his position, especially in the vicinity of the Magnetic Pole, where the compass is practically useless.

In every outdoor operation, from sled travelling in winter to sailing a ship during the short summer season, the weather is the factor of first importance.

Vilhjalmur Stefansson speaks in glowing terms of "The Friendly Arctic," but he would be more adequately understood with an added qualifying phrase, "provided the arctic climatic conditions are known and respected."

There is still an immense field for meteorological research in the far North; though considerable data has been amassed already by those concerned with the science of the weather. Commencing with the early explorers, supplemented with intensity by Polar Year Expeditions, and carried on year by year as routine work by many Hudson's Bay Company posts, R.C.M.P. detachments and mission establishments, observations have been taken in many localities of the Northwest Territories. At points where there are government radio stations observations are telegraphed out twice daily.

These observations are of international significance. The weather bureaus of various countries exchange data and, working with closest co-operation, by process of intricate calculations are able to arrive at remarkable conclusions. For instance the writer, when making an inspection of stations in the Mackenzie River district on behalf of the Meteorological Service of Canada during the summer of 1934, reported that the mercurial barometer at Fort Norman was, when compared with the portable standard, showing a higher reading than the assigned index correction allowed for. This report confirmed the finding of the United States Weather Bureau arrived at entirely by meteorological inference.

Polar weather is of peculiar interest to those who live under its conditions. It is also of more than commonly realized general interest in the more populated regions south of the Arctic circle, for though the Meteorological Service of Canada prepare every day a weather map and forecast, it is not so well known that observations from high latitudes are of material assistance in these forecasts.

No comments, however sketchy, regarding the influence of weather on the life of the far North would be complete without some mention of aviation, because flying has come to be regarded, within certain limitations, as the most practical and economical form of transport. Schedule flights are carried out with frequency as far north as Coppermine, aided at every stage of the journey by weather reports sent by radio from stations along the route. Beyond Coppermine however only occasional flights have been made, the risk of adverse weather being so great that a few years ago one aviation company quoted a rate of $4650, with $100 a day waiting time, to bring a doctor from Aklavik to Cambridge Bay on an emergency call.

The special risk involved in coast flying is that fine weather at one place is no guarantee of the same conditions a hundred or more miles away, and absence of meteorological data precludes any attempt at making a forecast. This condition is slowly but surely being eliminated by two developments: (1) The effort being made by the Meteorological Service of Canada, a branch of the Department of Marine, to obtain reliable observations and data wherever possible and issuing instructions to observers to give particular attention to reporting clouds, winds, visibility, etc. (2) The possibilities of short-wave radio communication. This was demonstrated in an excellent way during the winter of 1934-35 at Cambridge Bay, where E. G. Sturrock, of the Hudson's Bay Company, carried on experimental service fully as efficient as smaller commercial stations.

Before concluding it might be of interest to mention some temperature observations of snow houses. It is probable that such observations will vary widely with the length of entrance tunnel, the time of year, the latitude, and other factors. Two examples taken in the vicinity of Cambridge Bay, November 1934, are as follows: (1) North wind, 35 m.p.h., seal oil lamp burning brightly in snow house, outside temperature −20° F., inside temperature 18° F., time 10 p.m.; (2) North wind, 30 m.p.h., seal oil lamp just glimmering, outside temperature −20° F., inside temperature −7° F., time 7 a.m.

Notwithstanding the progress of science the weather still remains the last arbitrator of the high North; but with this difference: the "arbitrator" is being converted from a despot into a more understandable (and therefore easier to get along with) element of daily life.

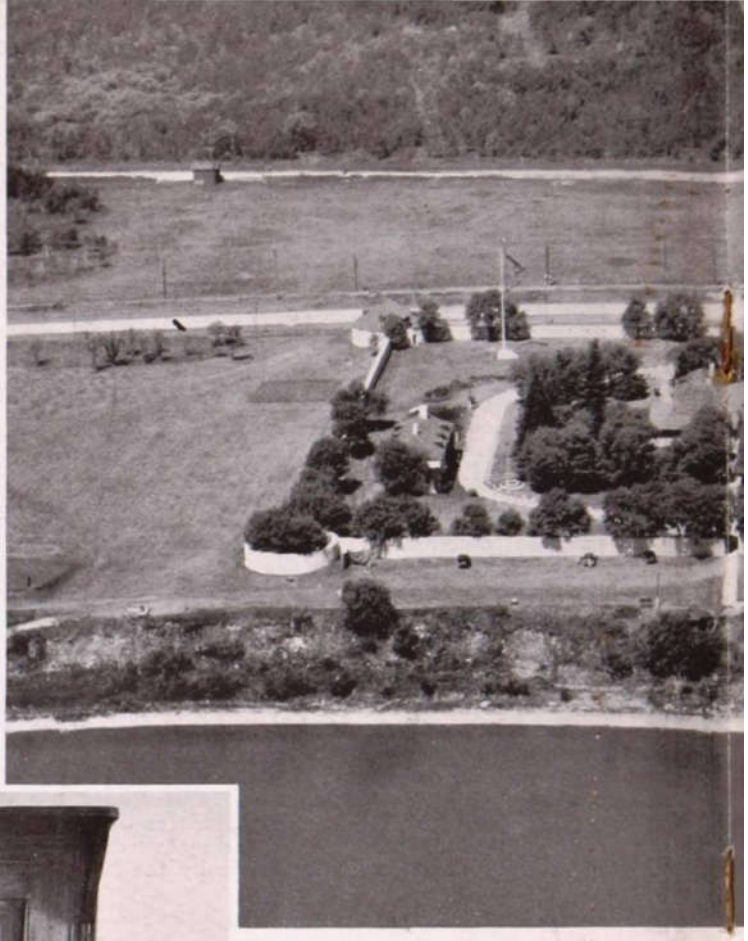
The Valley of the Stikine River, at Telegraph Creek, B.C. *Photo by Trader John Gregg, Manager, Telegraph Creek Post.*

THE comparative modernity of the antiques is a paradox of this Western country. There are few buildings more than fifty years old, and those which have survived are mostly sad examples of the architecture peculiar to mushroom growth.

Happily most of these unfortunate buildings must soon be demolished and most traces of the real estate booms of early western settlement will disappear, leaving the less ornate and more substantial structures of maturer years.

It is fortunate that those who went before us in the Hudson's Bay Company did not permit Lower Fort Garry to suffer the fate of Upper Fort Garry, Fort Edmonton and other old fur trade establishments, which were demolished to facilitate town planning. Lower Fort Garry, though young in the years of the Hudson's Bay Company, is one of the oldest buildings of Manitoba and, with Fort Prince of Wales at Churchill, is built of materials which will survive the older homesteads of the Red River valley. When the last Victorian structure is demolished the Lower Fort will remain, and then and in the centuries to come it will be to Manitobans a priceless days in the West.

From 1831, when it was built by the Lower Fort Garry was an active fur trade and stage for many historical incidents uncertain. Then it was leased by the the Winnipeg Motor Country Club. S the club, conscious of the obligation u possible to preserve the fort for poste

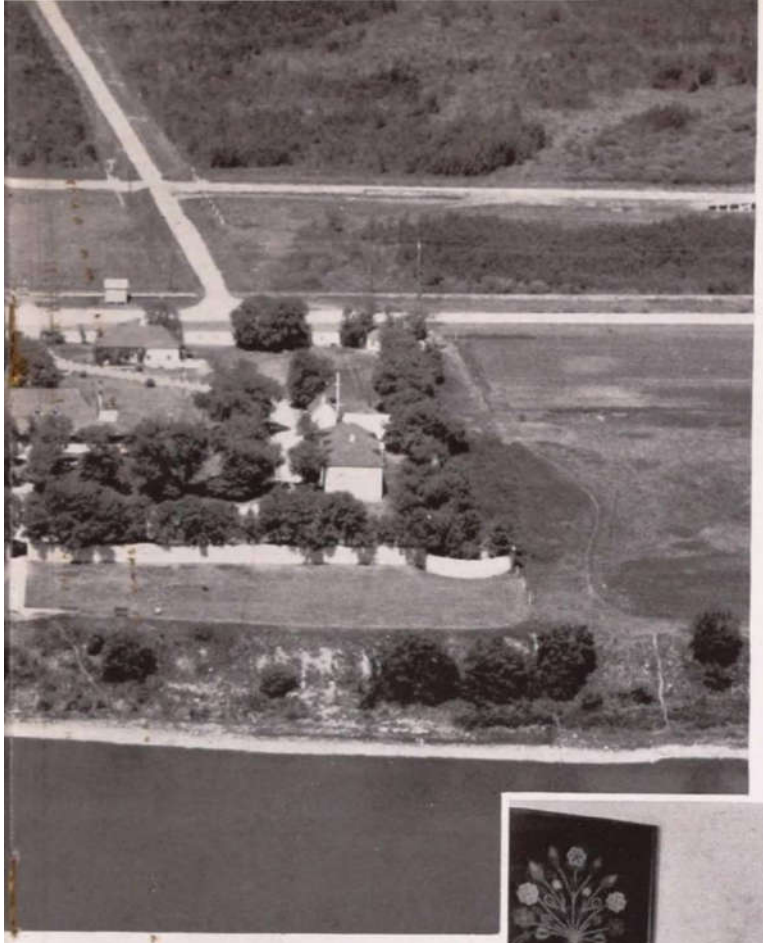


The Fort from above the Red River.

Lower Fo

The White Walls, Bastions and Re Garry Are Unforgettable Memorie Throughout the World Today. Th thetic Preservation of the Interio quarters of the Hudson's Bay Comp of Last Century Which Is Now the

Looking across from the Ball Room into the comfortable Drawing Room.



R.C.A.F. Photo.

ort Garry

ecessed Windows of Lower Fort ies of Home to Many Scattered hese Pictures Show the Sympa- ar of This Century Old Head- pany's Western Fur Trade Domain e Winnipeg Motor Country Club.

dess relic of the white man's earliest

Scottish stonemasons, until 1909, trade post, residence of governors ts. From 1909 to 1913 its fate was Company to become the home of Since that time the Company and upon them, have done everything erity.

Constant examination of buildings for signs of decay and replanting of trees is the contribution of the Company, while the club, with nice discrimination, has bought old furniture from nearby farm-houses and has copied authentic fur trade furniture, so that the interior of the fort, though more comfortable than in the sterner days of the fur trade, may remain much as it was in the days of George IV.

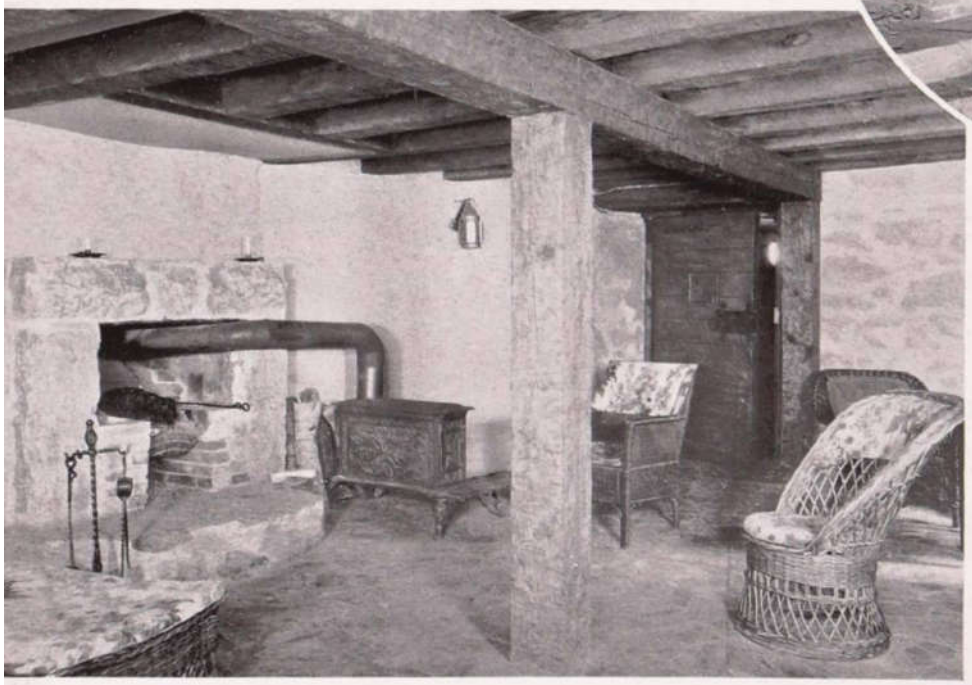
Mrs. Cowley, the daughter of the late Chief Trader William Flett, who was in charge of the fort from 1867 to 1882, has given us the following interesting description of life at the fort:

"The life at the fort was a simple but happy one. The business in a way was conducted on military lines. At six a.m. when the fort bell rang, everyone started out to their several occupations; at seven-thirty the bell rang and everyone went to breakfast. (Mr. Flett made his round of inspection between six and seven-thirty a.m.) The bell was again sounded at eight-thirty and everyone returned to work. One o'clock the dinner bell rang; two o'clock

An authentic spinning wheel salvaged from a second hand store

The Mess Room, with replicas of old chairs, is now the Club Dining Room.

The kitchen below stairs, with rough hewn timbers and deep windows, is now the bar.



The old "Governor's Room," now a lounge. The heavy door was formerly in the jail.

work again. At five o'clock Mr. Flett again made his rounds. At six o'clock the bell rang and everything was closed for the day.

"On Saturdays the bell rang at five o'clock, the closing hour for that day, so as to give the men time to get their supplies.

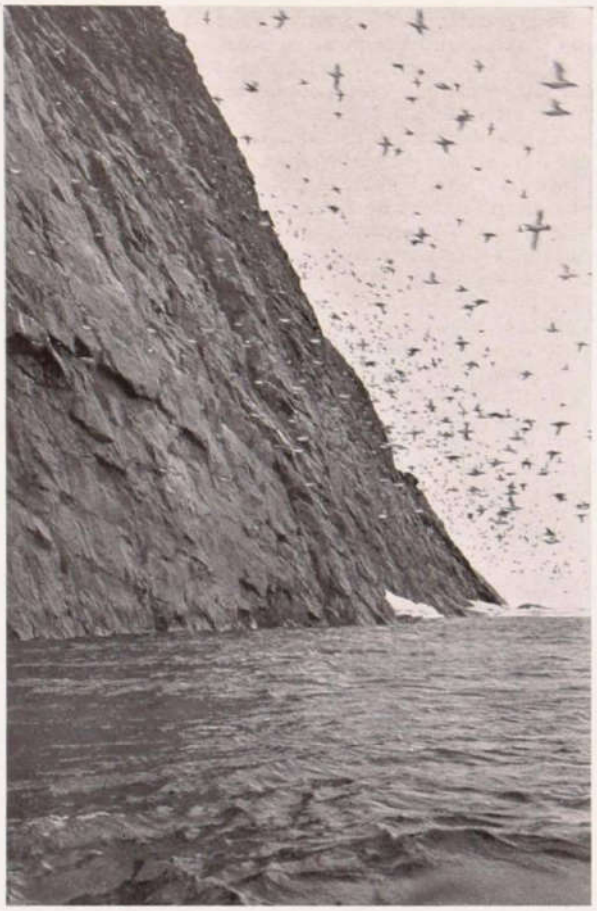
"There were a grist mill, saw mill, blacksmith shop, carpenter shop, sale shop, provision stores (for all employed were provided with free food), stables and a big garden. The garden was in charge of an old English gardener, who got all his seeds from England, and he was a master in his work. Beginning with asparagus, he gave the officers' mess and fort everything as it came in season, but woe betide anyone who touched anything without his permission.

"In the summer the native women brought in quantities of wild fruit, such as strawberries, raspberries, blueberries, plums and, late in the fall, wild cranberries. No money ever passed: they were just exchanged for flour, tea or small supplies."

With what pride the residents of the Red River colony watched the construction of the fort. Alexander Ross wrote:

"These splendid establishments (the stone Upper and Lower Forts), for such they really are in a place like Red River, impart an air of growing importance to the place. Upper Fort Garry . . . is a lively and attractive station, full of business and bustle. Here all affairs of the colony are chiefly transacted, and here ladies wear their silken gowns and gentlemen their beaver hats. Its gay and imposing appearance make it a delight of every visitor and a rendezvous of all comers and goers. Lower Fort Garry is more secluded, although picturesque, and full of rural beauty," and it is these qualities which make the Lower Fort today one of the most pleasant spots in Western Canada.

The Drawing Room. On the left is a copy of Sir George Simpson's chair at Norway House.



Tinkers (little auks) photographed by the author as he rounded Cape Pembroke, the most northerly point of Coats Island.

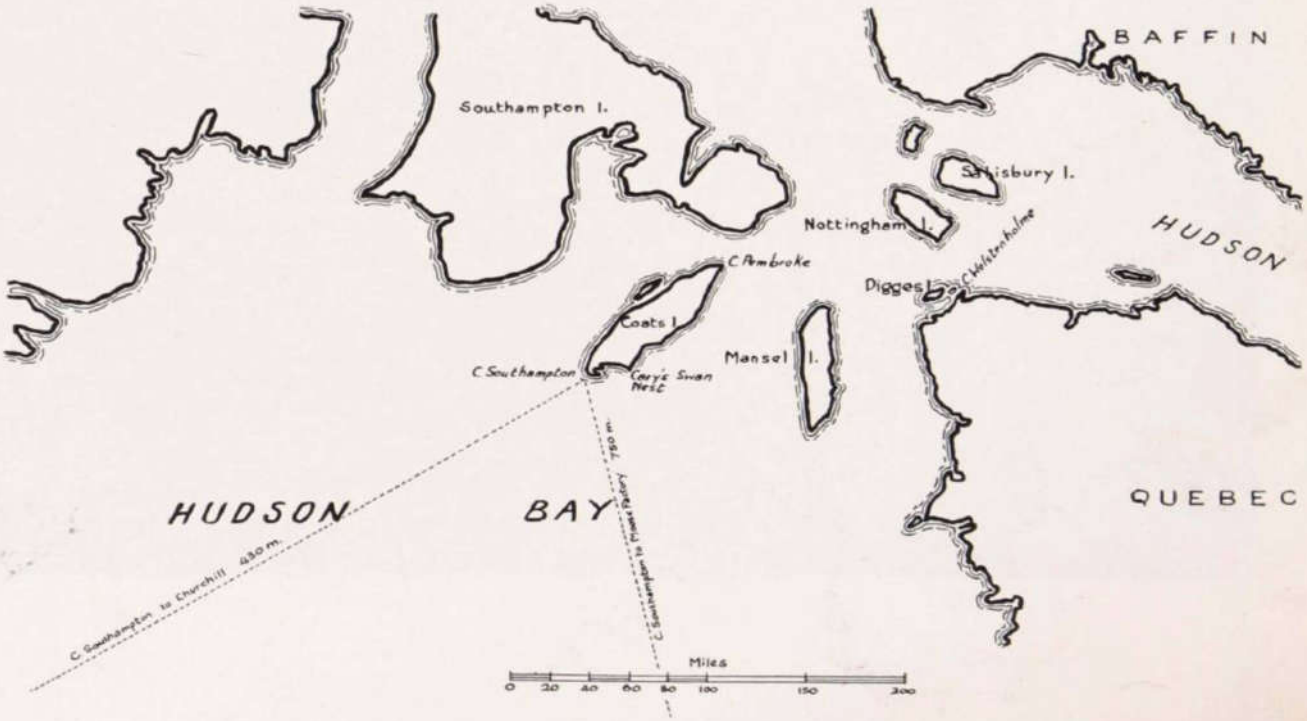
Coats Island

By
S. J. STEWART
Chesterfield Inlet

A Year Spent Establishing a Post on Uninhabited Coats Island Would Provide Most Writers with Material for a Book. Mr. Stewart in the Unemotional, Compressed, Factual Style of Writing Peculiar to Hudson's Bay Company Fur Trade Journals Covers His Year of Adventure, Tragedy and Achievement in a Short Article.

IN the summer of 1918, while at Lake Harbour post on Baffin Island, I received instructions to proceed to Coats Island, Hudson Bay, in the Company's schooner *Nannuk*, there to establish a post for purposes of trade and to explore this unsurveyed island.

At that time little was known of Coats Island. No white man to our knowledge had ever wintered there, and the original Eskimo natives of the island had long since died out. It was known to us, however, that the Dundee whaler *Active* had called at Coats Island during a cruise in the bay many years

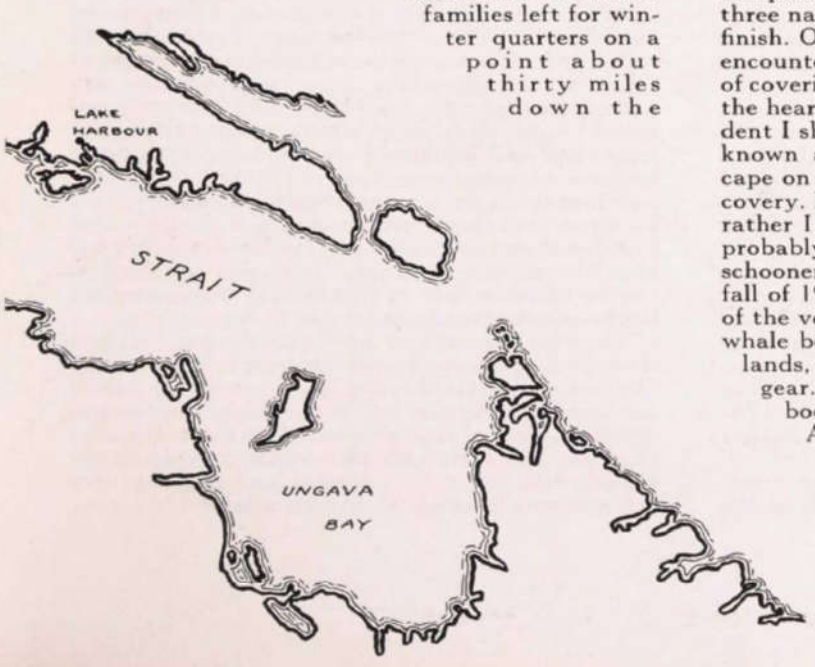


ago and had secured a number of caribou; walrus were also reported to be plentiful. It was assumed therefore that Coats would be a good place for natives, and the Company decided to establish a post there.

The *Nannuk* was soon fitted out, loaded with the necessary supplies for one year and three native families were secured who were willing to spend three years on Coats. John Edmonds, a native of Labrador, was instructed to accompany me as post labourer. So, with her crew of six Eskimos, the *Nannuk* set out for Coats. The voyage was uneventful. On the eighth day out from Lake Harbour we picked up Cape Pembroke, the most northerly point on Coats. The land there is very high, so we headed a little south of the cape and soon afterwards anchored in a little harbour about ten miles from the cape on the east coast. As none of us had ever been on Coats before and there were no harbours shown on any charts of the island, we were extremely fortunate in finding this harbour, as it is the only one on the island (though we did not know this until later). Our navigation also left much to be desired. Had we picked up the land further to the south, we very probably would have kept on going in that direction and might have got into serious difficulties, as the east coast of Coats, apart from the northern end, is a very dangerous one.

Coats Island is a wonderful place for bears. The anchor was no sooner down than several of us went ashore, where we killed seven bears right away. We could see others in the neighbourhood, but did not bother them as we had much to do. Building material, supplies, and the natives with all their worldly belongings had to be got ashore as quickly as possible and the *Nannuk* sent back to Lake Harbour before the season got too late. On the following day the *Nannuk* left us for the winter.

After a week's work we had completed a fairly comfortable shack with a canvas covered "lean-to" built onto the end, to be used as a trade store. A week later the native families left for winter quarters on a point about thirty miles down the coast and did not return until Christmas. In the meantime we examined the country for a distance of ten miles or so on either side of the post.



When the natives returned at Christmas I made arrangements with Pudlat to take me on an extended trip round the island by dog-team, this being part of my instructions. It was arranged that he return for me about the middle of February. We figured this trip would occupy about a month, in which time we proposed to examine the coast-line and locate any harbours or other physical features of interest, including suitable hunting grounds for natives. This trip however was not to be. We got away from the post early on a Monday morning and had travelled no more than fifteen miles when for no apparent reason Pudlat stopped the dogs, turned round to me and, putting his hand over his heart, said, "I am dying," and collapsed. I tried all I knew to revive him, but it was no use. He was dead. There was no alternative but to return to the post. Unlashing the sleigh, I dumped all the load on the ice, turned around, put the dead man on and got back to the post that evening. The next day or two were a nightmare.

Pudlat was a fine type of Baffin Land native. He stood about six feet in height and was powerfully built. We learned later that he had suffered from heart trouble for years.

After this upsetting experience, I made no further attempt to go around Coats Island by dog-team. In any case no other native would consider the trip at any price.

The remainder of the winter seemed to pass very slowly after this and I was glad to welcome the spring and the return of the birds. Coats Island in the spring is a sportsman's paradise: Geese, partridges and ducks were plentiful and filling the larder was a very simple matter in such a land of plenty. Herds of walrus were seen on the ice every day, and the natives had a glorious time getting in their next winter supply of dog food and laying caches along the coast for future use.

Early in June I made arrangements to attempt the circumnavigation of the island by canoe. My companions for the trip were John Edmonds and three natives. This trip was a thriller from start to finish. Our narrow escapes from disaster from ice, encounters with bears, and the ever present thrill of covering new ground, would fill a book to delight the hearts of young readers. One outstanding incident I shall describe. On reaching the point of land known as Cary's Swan Nest—the southeasterly cape on Coats Island—we made a very tragic discovery. Here we found the body of a white man, or rather I should say, all that was left of it. He was probably the last survivor of the American schooner *N. T. Gifford*, lost off Digges Island in the fall of 1916. No doubt other members of the crew of the vessel reached Coats and Mansel islands, as whale boats were later found on each of these islands, also a couple of dories and other ship's gear. To my knowledge, however, no other bodies were ever discovered.

At Cary's Swan Nest a navigation light had been erected in 1915 by a party from the government chartered vessel *Minto*, and close to this light the unfortunate man

Left: The schooner "Nannuk" leaving Coats Island after depositing the party for the lonely winter.

Top: Some of the fur catch being dried in the spring.

In circle: A polar bear cub caught on the island by the author.

had built a small rock hut. From its appearance it seemed as if he had lived here for some time. Outside the hut was a cache of clothes which suggested, from its contents, that the owner was an engineer. Be that as it may, the sad fact remains, that his only hope of rescue was to stay by the light in the hope some ship would call and refuel it. I have often thought had we picked up Cary's Swan Nest the previous fall in the *Nannuk* instead of Cape Pembroke, we might possibly have found the man alive. Judging from the state of the remains I should say he had died that same fall, probably from starvation, and had been eaten soon afterwards by bears and foxes, as only part of the body was found. We carefully searched the neighbourhood the following day for any further traces of the tragedy but found nothing.

The next day we proceeded on our journey and rounded Cape Southampton. Here we got held up for two solid weeks, the west coast of the island being jammed with ice as far as we could see. During our enforced idleness we examined an old Eskimo encampment and found many relics of interest. All the Eskimo houses here were built of stone and hunting gear and pots found were of the most primitive kind. This race of Eskimo had probably been dead for at least a hundred years, judging by the condition of the ruins, graves and equipment. Caribou were very plentiful around this part of the island and I had some excellent opportunities for photography. The caribou were so tame here that we could approach to within thirty feet of the herd.

As further progress by canoe was impossible owing to ice conditions we decided to return by the way we had come. Favourable winds and very little ice enabled us to make the return trip to the post in four days. The outward journey to Cape Southampton had occupied twenty-six days. Throughout the trip we had found nothing resembling a harbour on the whole coast-line. Around Cary's Swan Nest a certain amount of shelter could be had for small vessels provided the wind was off shore. The land at both Cape Southampton and Cary's Swan Nest is no more than thirty feet above sea level, and the remainder of the coast-line very low, flat and uninteresting.

After a few days rest at the post we again started out. This time we rounded Cape Pembroke and sailed down the west coast of the island, arriving at Cape Southampton five days later, having very little difficulty with ice. Thus we had circumnavigated Coats Island in an eighteen-foot canoe. The west coast of the island is low and flat with not a harbour of any description. Cape Pembroke is a bold headland with perpendicular cliffs about five hundred feet high, where Tinkers (little auks) breed in their thousands. The land immediately behind the cliffs is anything from nine hundred to twelve hundred feet in height and is an excellent landmark seen many miles out to sea.

The *Nannuk* arrived at Coats during the first week in August and I took passage in her to Lake Harbour. We struck very severe weather during the run from Coats to Cape Wolstenholme and during a bout of seasickness, I lost my teeth over the side. This added another minor tragedy to my already fair list in that respect and ended a very interesting winter spent on Coats Island.

Two Documents from Radisson's Suit Against the Company

Edited by
GRACE LEE NUTE
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These Documents Were Recently Discovered by Miss Nute in the Chancery Records of the Public Record Office in London and Are Now Published for the First Time. They Are of Great Value for the Biographical Data They Contain of Those French Adventurers, Radisson and Des Groseilliers, and for the Early History of the Hudson's Bay Company.

IN the Minute book of the Hudson's Bay Company for the year 1693-94 there is an entry for June 6, 1694, that mentions the fact that the Committee had received "a Copy of a bill in Chancery preferred against them by Mr. Peter Espritt Radison."[1] Interested by this entry and later entries that tell not a little about this long-drawn-out suit between Radisson and the Company, I began a search for the actual documents in the case as preserved in the chancery records in the Public Record Office. They were not easy to find, and I was assured several times by attendants that it was useless to hunt further for them. Patience was rewarded eventually, however, for I came at last upon a kind of resume of the case, which gave me the data necessary to call for Radisson's bill of complaint against the Company.[2] With the latter was also filed the Company's reply. In the end I found eleven chancery documents relating to the case, which was instituted on May 22, 1694, and which closed on January 28, 1697.[3] The two major documents, *i.e.*, the bill of complaint and the reply, are printed herewith.[4] They are of great value for the biographical data they contain for Pierre Esprit Radisson and Medard Chouart, Sieur des Groseilliers, and for the early history of the Hudson's Bay Company.

The case, which was a suit for non-payment of certain sums of money, was finally settled in Radisson's favour. His salary, gratuity and stock in the Company were ordered restored and back instalments paid, but the Company was not required to pay him for the beaver skins that he claimed. It may be added that the Company paid him his salary and gratuity faithfully till the time of his death in 1710 and gave charity to his widow on two later occasions. Moreover, there seems to have been no hard feeling engendered by the case, for later in 1697 Radisson was "verry usefull" to the Company in their attempts to oust the French from Hudson Bay and to secure indemnity for losses caused by them.[5]

In the bill of complaint it will be noticed that Radisson gives the place and approximate date of Des Groseilliers' death, *i.e.*, in Hudson Bay prior to the end of the year 1683, when Radisson went to France, having just seized Port Nelson for the French. Unfortunately, this information, which seems to settle a point of some importance, is incorrect. Jean Baptiste Chouart in a letter to his mother, written from London on April 11, 1685, mentions his father as still living and in New France, whither he had returned from France after a vain effort there to secure what he considered his rights.[6] This statement by Des Groseilliers' son is confirmed by a memoir of February 6, 1685, by De Comporte to De Seignelay in behalf of the Canadian "Company of the North," in which mention is made of Des Groseilliers' trip to France in 1683 and of his return to New France in 1684.[7] It is certain that the brothers-in-law went separately to France in 1683, but Des Groseilliers could only have died *afterwards* and not "before in the bay." He does vanish completely with 1685; at least no records of him after

1. Published by permission of the Governor and Committee of the Hudson's Bay Company.
2. Public Record Office, C33/286, ff. 335, 336.
3. I give here the "new style" date. The year in England at the time commenced on March 25.
4. Public Record Office, C6/303.
5. Hudson's Bay Company, Minute Book, A/1/19.
6. Archives des Colonies, C11 A7, ff. 255-257.
7. Printed in "Journal de l'expedition du Chevalier de Troyes a la Baie d'Hudson, en 1686," ed. by Ivanhoe Carron, p. 101. (Beauceville, 1918.)

John, Lord Churchill, afterwards Duke of Marlborough, Governor of the Hudson's Bay Company 1685-1691. His promise to find employment for Radisson had great bearing on the suit.

that time have been found. It is more than likely that he went in 1684, 1685 or 1686 with some of the expeditions sent by Canadians to Hudson Bay. This is the more plausible in that he would have believed his son to be still there. His widow appears to have continued to live in Trois Rivieres or nearby till her death in 1711. She was interred on June 22 of that year.[8]

Reference is made in the bill of complaint to Radisson's naturalization. I have checked his statement and found it correct.[9] With him were naturalized his nephew and several of the other Frenchmen whom he had brought from the Bay. On the other hand, the Company's reply is not exact as to the period when fifty pounds apiece were given to the two explorers just prior to their "absconding" to France. It was not 1682, but November 29, 1675, when these sums were given, if we may judge by the Company's own account books.[10] Moreover, by January 26, 1676, both men were in France.[11]

As for the story of William Young's part in inducing Radisson to return to the service of the Company in 1684, the Company's reply tells only a small part of what actually happened. It is a very long and complicated story, involving Viscount Preston, Gedeon Godet, Francois de Callieres, and others. I shall have to defer the telling of it till my biography of Radisson and Des Groseilliers is published.

GRACE LEE NUTE,
Curator of Manuscripts, Minnesota Historical Society.

St. Paul, Minnesota, October 25, 1935.

8, Trois Rivieres, copies of interment registers of the parish at the palais de justice. No age or birthplace is given, only the name Marguerite De Groseilliers. It should be added that the Sieur des Groseilliers had a daughter named Marguerite. However, she probably married, for there were few spinsters in New France, where women were much in the minority.

9, The date of the denization was January 5, 1687-8. Public Record Office, Patent Rolls, C66/3300.

10, Hudson's Bay Company, Account Book No. 2 (1675, 1676), folio 33.

11, Archives de la Province de Quebec, "Inventaire des insinuations du Conseil Souverain," p. 51; and Public Record Office, CO134/1 (Board of Trade, Hudson's Bay, 1:21, 22).

22° die May 1694
Pauper [*signed:*] Garth
To the Right honourable Sr John Somers Knight Lord Keeper of the Great Seale of England

Humbly Complaincing sheweth unto your Lordshipp your Orator Peir Esprit Radisson a Native of the Kingdome of France But now of London and a Subject of England that your orator being brought up and haveing spent a great part of his time in and about Cannada in the West Indies and thereby become a Master of the Languages and Manners of the people in that part of the Continent for some hundred of Leagues and by their constant observacon of your Orators faithfulnesse and generall good Successe in all his accons the Indians there put great Confidence in and had a very great opinion of your Orators Conduct soe that your Orator was thereby enabled to undertake and Succeed in any thing he attempted and on or about the yeare one thousand six hundred sixty and two your Orator and his Brother (who was likewise there with him) intending to goe into France to give the French King an Accompt of their discoverys there did goe into New England in their Way to France and there discoursing with Collonell Nicoll (who was then Governour of New Yorke) and severall other Englishmen of great Esteeme there your Orator and his said Brother made knowne to them their design of goeing to the French King and to Informe him of the great discoverys they had made in the said parts of the West Indies and of the Easinesse of setling Factorys there (which would prove very advantageous to him) whereupon the said Collonell Nicolls and the other persons there (haveing some wild Notion before of that part of the World) hearing your Orator talke soe distinctly and give such particular Accompts of the places persons languages and Commoditys thereof did at length prevaile on your Orator and his said Brother to quitt their designe of goeing into France and instead thereof to come for England where they assured your Orator and his Brother that they would be as well and kindly received by King Charles the Second as by the French King and would be Employed on the same Errand or business of setling Factorys and makeing new discoverys in the West Indies as they could expect if they had gone into France and would be certaine of very great Rewards in case they Succeeded in their Enterprizes And thereupon your Orator and his said Brother came from thence in the yeare One thousand Six hundred sixty and Five with very many Letters to diverse of the Lords of the Privy Counsell and others persons of Quality from the said Collonell Nicolls and others giveing an Accompt of your Orators great know-

ledge and Experience in that part of the World and of his Abilitys of settling Factorys there and how they had dissuaded him by large promises to quitt his intended Voyage to France and to come for England to offer his and his said Brothers Service to King Charles the Second whereupon severall of the Lords of his said Majesties Privy Councell did carry your Orator and his said Brother to the said King Charles the Second who was pleased to Command your Orator to give him an Accompt of the Manners Languages Scituacon and of the severall parts of that Country and his said late Majestie was soe well pleased with the relacon given him by your Orator thereof and of the Ease and advantage of setling or establishing Factorys there that his said late Majestie did thereupon by his Letters Patents grant a Charter to Prince Rupert the late Duke of Albermarle and to severall others and Incorporated them by the name of Governour and Company of Adventurers of England tradeing into Hudsons bay and very soone after the Company was made they fitted out two English shipps with all sorts of Stores Conveniencys and proper Merchandizes for that Country and Entrusted them with your Orator and his Brother in order to make new discoverys and to settle a Factory or Factorys in Hudsons Bay that in a short time your Orator and his Brother therewith setled severall Factorys for the said Company in Hudsons bay and by your Orators and his said Brothers Mannagement and knowledge there was soone a familiarity without any Jealousy between the Companys servants and Factors there and the Indians till at length there was considerable traffick and Intercourse between them and by that meanes the Companys Servants and Factors there became soone to understand the Language and Manners of the people soe that there was the lesse need or occasion for your Orators or his Brothers stay there and thereupon your Orator and his Brother retorned to London and when your Orator and his Brother went to the said late King to give his Majestie an Accompt of their Successes in the late Expedicon his Majestie was soe well satisfyed with what they had done and the Good that was like to come to the said Company and this Nation thereby that his Majestie was gratiously pleased to give to each of us a Gold Chaine and Meddall as a token of his favour and particularly recommended us to the Company to be well rewarded and in persuance of such Recommendacon and the Companys sence of the great good done to them thereby they promised to your Orator and his said Brother One hundred pounds a yeare each which the Company for three or Four yeares paid till they found that the trade of the said Factorys was a very flourishing one capable to be mannaged and carryed on onely by the Servants and Factors of the Company that were then on the place without any imediate assistance from your Orator or his Brother and then the Company was pleased to reject your Orator and his said Brother and would continue the payment of the said One hundred pounds a yeare noe longer Whereupon your Orator and his Brother being Strangers here and haveing nothing to Subsist themselves with they resolved to goe into France and accordingly your Orator and his Brother in the yeare One thousand six hundred seaventy and Four went into France and being there and considering the hard and undeserved Usage of the Company towards them your Orator and his Brother did Engage severall persons in France to undertake a Voyage towards Hudsons bay in order to setle Factorys there for the French Kings Subjects and in persuance of such Engagement your Orator and his Brother with severall other Frenchmen in the yeare One thousand six hundred Eighty and two did with severall French Shipps undertake the Voyage and by your Orators auncient Acquaintance with the Indians and by their good opinion of him he soone made himselfe Master of Port Nelson the best and chiefest Factory belonging to the Company in the bay and dispossessed the Servants and Factors of the Company and placed and put French men in their Steads but offered noe violence or wrong to any of the Englishmen there but on the contrary tooke particular Care of them the Winter after they were dispossessed and gave them Powder and Gunns to kill venison and in the Spring (their owne Shipp being lost) your Orator gave them a shipp and provisions to come for England but before their comeing away from thence the Indians offered your Orator great Rewards in case he would deliver them up to the said Indians to destroy them which your Orator would not be persuaded to bearing always a great and natural love to Englishmen and soone after your Orator his said Brother and the other Frenchmen soe placed drove a great trade with the Neighbouring Indians and after haveing setled a fixed and safe Method of trade between the said French men and the Indians and out of the power of England to be cutt off or destroyed your Orator did returne into France in the yeare One thousand six hundred Eighty and three without his Brother (who dyed sometime before in the bay) leaving his Nephew to Command in Cheif in his absence and went to Paris to give an Accompt of his Successe in this Voyage to the French King but your Orator was not long att Paris but he received a Letter from a Worthy Member of the said Company directed to him from London and written by the desire of the said Company or a Comittee thereof expostulateing the Companys bad and ungratefull Usage of him and his Brother and of the great Losse and damage the Company susteined thereby and earnestly desireing and praying him to come over into England and restore the said Factory of Port Nelson againe which your Orator had taken from the said Company adding that he should make his owne Condicons and be infinitely gratifyed and rewarded by the Company as soon as they should be reestablished in the possession of Port Nelson Whereupon relying on the word of the worthy Member after severall Letters to him to the same purpose your Orator came secretly over from France in the Yeare One thousand six hundred Eighty and Four into England and imediately on his Arriveall att London the Company carressed your Orator to a very great degree and gave him two originall shares in the Stock of the Company for his life and likewise Fifty pounds a yeare for his life as an Encouragement to undertake the Voyage and likewise the Comittee or severall of the Members appointed by the Comittee did make

promises and Assureances to your Orator of very great Rewards att his Return in case he succeeded but before your Orator undertooke the Voyage Severall of the Company presented your Orator to the said late King and to the then Duke of Yorke (who was Governour of the Company) who received your Orator very kindly and directed him to goe on with the Voyage assureing him that the Company should bounteously reward him att his Return and very soone after your Orator undertooke the Expedicon with severall Ships and other Conveniencys therein sett out by the Company to whose sole Conduct and mannagement the whole Concerne was entrusted And att your Orators arriveall att Port Nelson he removed all the French he had left to trade there and delivered the peaceable possession of that factory to a Governour appointed by the Company to receive the same and in lesse than Seaven Moneths time from his departure from England your Orator returned in the Companys shipps bringing here with him all the Frenchmen and twelve thousand Beaver Skins which the French gott by tradeing there while the Factory was in their possession and which your Orator shipped on his owne proper accompt and for his owne use which your Orator may very reasonably Clayme as his owne in regard the Company had noe title thereto they being the produce of the French Commoditys that were brought from France when your Orator sett out from thence in order to setle the French Factorys there (a fourth part of which your Orator was to have to his owne Use by Agreement made between him and the French before they left France) and your Orator being the onely person that seised them therefore the same ought to belong to him Neverthelesse the Company tooke them into their owne Warehouse and after sold them for Seaven thousand pounds Sterling and they have not since paid the same or any part thereof to your Orator tho' he has often desired the same of them, as soone as your Orator arrived att London which was in October One thousand six hundred Eighty and Four the Company was pleased to expresse the great Obligacons they lay under of rewarding your Orator for his mighty service for them and the said late King and Duke of Yorke did particularly recommend your Orator to the Company to be rewarded according as he deserved and the King was pleased to Order your Orator to be made a denizen which was accordingly done as by Letters Patents thereof under the Great Seale does appeare and thereupon the Company did give your Orator One hundred Guineas and likewise by the Companys or the Comittees Order (as is usuall in such Cases) there is an Order Entered in their books for the allowance of Fifty pounds a yeare to your Orator out of the Joint Stock untill the said late King should give unto your Orator an Employment or place of greater advantage And in the Yeare One thousand six hundred Eighty and five the Company was pleased to Order your Orator to take another Voyage to the bay to be their Superintendant there in order to the well government of the Factorys there as to the tradeing part thereof which your Orator performed with all the faithfulness and diligence as that great trust required dureing the time he stayed there which was two yeares and upwards but by your Orators Exactnesse and Justice in the service there and by not permitting others to wrong or defraud the Company in the way of trade there arose an Enmity between your Orator and the Cheife Governour there in as much as the Governour Ordered your Orator to be secured on board one of the Companys Shipps there and kept a close prisoner which was accordingly done and your Orator brought home a prisoner here in October one thousand six hundred Eighty and Seaven without Committing the least fault or declining or refuseing to serve the Company or doeing any Injury to any person or wronging the Company of the value of a Farthing And the Governour who soe Ordered your Orators Committment had soe much power with the then Comittee (who were all or most new men) to implant in them an ill opinion of your Orator as thereupon the Company have refused to pay your Orator the said last Fifty pounds a yeare for these Four yeares past and yet they well know that the same ought to be paid till your Orator had or hath an Employment or place given him of as great or greater value which your Orator never yett had and which the Company well knowes and the Company refuses likewise to pay the first Fifty pounds a yeare or to lett your Orator have an Accompt of the said twelve thousand Beaver Skins or any part thereof which they knowe was sold by them for seaven thousand pounds and doe say that he shall have the two Originall shares noe longer all which is very unjust and ungratefull in them especially seeing your Orator can with safety and without boasting say and which the Company well knowes that if it had not been for your Orator and his Conduct and mannagement there never had been any Hudsons bay Company or the Company possessed of the said Factorys which has brought them in from the time of their first possessing to this time above two hundred thousand pounds sterling and they have noe manner of pretence for their not paying the said Arreares but that the same became due by one of their Orders which they can repeal or make void when they please which is very unconscionable in them for that the Company well knowes that your Orator would not have undertaken the said Voyage had it not been for the promises of great Rewards made to him by them in case of his Successe and the Company was not onely bound in honour but in Justice too to give your Orator the said Fifty pounds a yeare or more and therefore hopes 'tis not in their power to repeale the same and the same is the more dishonourable in them for that they know there is a price sett on your Orators head in France (where he cannot goe) for the Services he has done for the Company For as much as your Orator has no Remedy att Law to recover the said Arreares for the last Fifty pounds a yeare and to compell the Company to pay your Orator the said Fifty pounds a yeare and the first Fifty pounds a yeare for the time to come or to have any benefitt of his two Originall shares for that he has nothing to shew under the Seale of the Company for the same but his title or demands thereto is and are onely by Entrys made in the Companys bookes for that purpose which bookes are in and under their owne

power and government and not to be come att by your Orator and for that your Orator has noe Remedy att Law for to call them to an Accompt for the said twelve thousand Beaver Skins for that he cannot prove the delivery thereof or of their comeing to the said Companys accompt for that the Witnesses who could prove the same are either in the Bay in the Companys service or dead soe as there is noe possibility to have them att any tryall att Law for the same but your Orators Releife in onely in this Court which will Compell the said Company to answer all and singular the premisses and particularly to sett forth what promises of Rewards were att any time or times and when made unto your Orator by the said Company or the Comittee or by any and what Members of the Company and by whose Order and what Letters were writt in persuance thereof and by whom and to sett forth particularly all the Orders verbatim that have been made from the first Erecting of the Company of or any ways concerning your Orator and the names of such Gentlemen as were of the Comittee att the time when such orders were made and may sett forth whether they have not stop'd the said last Fifty pounds a yeare for Four or how many yeares and for what reason and whether your Orator did any thing amiss or faulty or decline the Companys service or did any way wrong the Company if soe wherein particularly and whether your Orator was not alwayes willing to serve the Company and whether there were not severall Letters writt by any and what Members of the Company to your Orator in France to Entreate him to come over to serve the Company if soe by whose Order or desire were such Letters writt whether it was not by the Companys or the Comittees Order or at least whether it was not the generall desire of all or most of the individuall Members of the Company that your Orator should come out of France to serve the Company and whether it was not in persuance of such Letters that your Orator came over into England to offer his Service to the Company and that the Company may be decreed to pay unto your Orator the said Arreares and likewise both the Fifty pounds a yeare for the time to come as they shall become due and to accompt with your Orator for the said twelve thouand Beaver skins and be decreed to give unto your Orator such a Writeing or title under the Common Seale (or as is usuall) for the said Annuitys and for the said two Originall shares and that the Company may produce all their bookes wherein any Entrys are made concerning your Orator soe as may appeare to this Court the Justice and reasonablenesse of your Orators demands and your Orator have such further Releife therein as to your Lordshipp shall seeme meete to that End may it please your Lordshipp to grant a supra [?] and distringas to be directed to and Issue against the Governour and Company of Adventurers of England tradeing into Hudsons Bay requireing the said Company to appeare in this Court to Answer the premises and to abide the Judgement of the Court concerning the same as to your Lordshipp shall seem agreeable to Equity

And your Orator shall pray &c

(signed) Turner Ric: Turner

The Joynt and severall Answer of the Governour and Company of Adventurers of England tradeing into Hudsons Bay Defendants to the bill of Complaint of Pier Espritt Raddison Complainant

The said Governour and Company haveing for themselves now and att all times hereafter all and all manner of advantage of Exception to the manifold incertainties and imperfeccons in the Complts bill of Complaint sett forth for answer thereunto or unto such part thereof as these defendts are advised is materiall for them to make answer unto they say That they know nott where the Complainant was brought up nor where he has spent his time butt have heard that he lived formerly in Canada [as] in the bill named butt these defendants doe nott know that the Complainant is the master of the languages and manners of the people in the bill named nor doe these defendants know that the Indians putt any Confidence or had any Opinion of the Complt or of his Conduct nor doe these defendants beleive that the Complt was by any meanes enabled to undertake and succeed in any thing he attempted as by the bill is vainely suggested And these defendants say that they know nott whether the Complt or his brother were ever in New England or nott or whether they or either of them had any discourse with Coll Nicoll in the bill named or with any other person att New England nor doe these defendants know when the Complainant and his brother came from thence or came into England nor doe they know of any letters or contents of any letter or letters whatsoever that the Complainant or his brother brought to any person whatsoever nor doe these defendants know that the Complainant or his Brother were Carryed to King Charles the second by any of the Lords of the Privy Councill or that the Complainant was commanded or that he did give any account to his said Majesty of the manners languages Scituations or severall parts of the said Country and these Defendants further answer and say That King Charles the Second by his letters pattents dated the second day of May which was in the two and twentieth year of his reign did grant a Charter to Prince Rupert the then Duke of Albemarle and severall others and did incorporate them by the name of the Governour and Company of Adventurers of England tradeing into Hudsons Bay butt whether the Complainant was any wayes instrumentall in obtaineing the said Grant or Charter to these Defendants they cannott tell and these Defendants further say that itt may be true that soon after their obtaineing the said Grant or Charter they these Defendts might fitt out two English Shipps with Stores and Conveniencies and propper merchandizes for that Country and for ought they know to the Contrary the Complt and his brother might be intrusted therewith in order to make discoveries and settle Factorys in Hudsons Bay for that these Defendants say that in the year of our Lord one Thousand six hundred seaventy and one they these Defendants had severall Factorys Settled att Hudsons Bay butt these defendants know nott who settled the same all their bookes and papers which they kept att that time and for about the four first yeares of their Trade haveing been lost and carryed away by one of their

Servants soe that these Defendants cannott give any account of any transaction or Trade for the four first yeares of their said trade and dealings nor of any remarkable passage or accident that happened within that time Butt these Defendants doe beleive that the Complt and his Brother some short time after the said Charter was granted to these Defendants did goe over to Hudsons Bay in the said Companys service and that in some short time after they did both of them retorn back again into England and beleive they did after their retorne wait upon his said Majestie and that his said Majestie did give to the Complainant and his brother and to each of them a Gold Chaine and Meddall butt know nott that they were recommended to the Company for any reward butt say they doe beleive that those Gentlemen that were than of the Committee of the said Company did very well reward the Complainant and his brother for what service they had done to the said Company butt what that reward was these Defendants cannott sett forth nor doe they know that the said Company ever promised the Complainant or his Brother one hundred pounds a year a peice or that the said Company did for any time pay any such reward to the Complt or his brother or either of them Butt these defendants say that about the year of our Lord one thousand six hundred eighty and one or eighty and two butt the more particular time these defendants cannot sett forth the said Company and the Complainant and his brother came to some agreement concerning the future service for the said Company butt whatt were the heads or particulars of such agreement these defendants cannot sett forth And the said Company did as a Gratuity or in performance of the said agreement pay unto the Complainant and his Brother the summ of fifty pounds and soon after they had received the same without any service done by them to the said Company for the same they both of them absconded and deserted the said Companys Service and went into France and from thence went to Canada where the said Complt and his brother joyned with other Frenchmen that were in that Country in an Expedition to Port Nelson in Hudsons Bay and after they had arrived in Hayes River they built there a small Hutt about a place called the Fall and the said Complt and his Brother and the rest of his Company by Treachery and Confederacy togeather with some of the Companys Servants did destroy what settlement the said Company had there made and seized on a ship belonging to the said Company and all their goods and effects in that Country and also seized on severall of the said Companys servants and factors and burnt their house and carryed them to the said place called the Fall where they were very barbarously used being kept on board a small Barke that lay there all or the most part of a cold winter without fire or Clothes as these defendts have been informed and these defendts further say that the Complt and his said Confederates haveing seized the said Companys shipp and goods as aforesaid he the said Complt did therewith drive a very considerable Trade from Hudsons Bay to Canada and sailed himself in the said shipp takeing some of the Companys Servants with him as prisoners the rest of the said Companys servants the Complt shipped on board an Old torne wornout Barke and forced them to sea and had they nott by great Fortune and accident mett with a shipp belonging to the said Company att Sea retorning into England who took them on board her in all probability they had perished And these Defendants further say that besides the goods which the Complainant took with him to Canada he left a very great quantity att Hudsons Bay which he had taken from the said Company as aforesaid Butt these defendants say that when the Complt arrived att Canada haveing some of the said Companys servants and Factors on board him as prisoners as before sett forth one Mr Bridgar being one of the said Prisoners made his Complaint to the Government att Quebeck and entered a processe there against the Complt for his ill usage and irregular and Unjustifiable proceedings in robbing the said company of their Shipp and goods and burning and destroying of their house and factory as before is sett forth which proceedings of the Complt being very ill resented by the said Government the Complt did there abscond and hide himself for some time and afterwards gott away and retorned into France and these Defendants further say that the said Company haveing notice given them of all the Complainants barbarous and unjust proceedings and Transactions and treachery as before is sett forth and that he was gotten away into France they made an address to his said Majesty King Charles the second who forthwith gave orders to his Ambassador in France to give in a Memoriall to the French King of all the Complts proceedings att Hudsons Bay and accordingly these Defendts say that such Memoriall was given to the French King and a restitution to the said Company was very much urged by the said Ambassador and the Complt hearing thereof was forced to abscond and hide himself in France likewise and in the meane time procured some freind in England to Interceed and make his peace with the said Company who as they beleive or some one of some of their Committees did write a letter to the Complt and invited him thereby to come into England butt doe nott know the full contents of the said letter And afterwards the said Complt comeing to England he made his humble Submission to the Company and promised to restore them what goods he had left att Hudsons Bay and what his said Company of Frenchmen had traded for there and that he would goe over to Hudsons Bay and bring the Frenchmen he had left there into England and leave those Servants the said Company should send in the peaceable possession of Hayes River and the goods and Factorys there and upon such submission and promise of the said Complainant the said Company came to some agreement with the Complt and a minute or Memorandum of the same was entered in the book of the said Company and is as followeth vizt Att a Committee the 12th May 1684 present Sr James Hayes Sr Edward Deering William Young Esqr Mr Cradock Mr Letten Mr Weyman Mr Walker Mr Hayward Sr James Hayes and Mr Young Made Report to this Committee that Mr Peter Espritt Raddison is lately arrived from France and haveing tendered his services to the Company that

they had carryed him to Windsor and prsented him to the Governour his royall Highness who upon the said Mr Raddisons protestacons of Fidelity to the Company for the future was pleased to advise that he should be received again into the service of the Company That thereupon they had made an agreement with him to receive him accordingly under the wages of fifty pounds per annum and the Benefitt of two hundred pounds Stock in the Capitall stock of the Company dureing his life and good behaviour in the service and that he should have five and twenty pounds to sett him out for the prsent expedition And these Defendants say that the said Summ of five and twenty pounds was paid to the Complainant and the said Company did fitt out one or more Shipp or Shipps with severall Conveniences thereon and partly butt nott wholly left these same to the management and conduct of the Complt who arrived afterwards att Hayes River aforesaid and removed all the French he had left to trade there and delivered the possession thereof to the said Companys Factors or Servants and brought to the said Companye their Factors or servants the Furs and other Commodities the said Frenchmen had in their Custody butt to what value the same did amount unto these Defendants cannott sett forth however these defendants say that the same were the produce of their own goods and merchandizes and as formerly seized upon and robbed from these Defendts by the Complt and Confederates as before is sett forth and deny that the same or any part thereof or any goods whatsoever were brought home on the Complts account And these Defendants doe beleive the Complt might retorne again into England in about the space of eight or nine months and when he came back again the Committee of the said Company did very generously gratifie the Complt for what service he had done them and these Defendants doe nott know what Furrs or other goods were brought home to England att the Complts retorne nor what the same were sold for butt positively say as before that the Complt had not any right Title or Interest in the same or any part thereof and therefore as they are advised they are nott lyable if they could to give the Complt any account thereof or to pay him anything for the same and therefore do or of use so do either as they are likewise advised they justly may and these defendants further say they do beleive that his said late majesty King Charles the second did make the Complt a Denizen and these Defendants further say that after the Complts arrivall in England from Hudsons Bay as aforesaid there was another minute or Memorandum entered in the said Companys book which is as followeth vizt att a Committee the 6th May 1685 present Sr James Hayes Sr Edward Deering Mr Craddock Mr Letten Mr Barron Mr Clarke Mr Walker William Young Esqr produced propositions from Mr Raddison to this Committee as to the future settlement with the Company after a long debate this Comittee came to these resolutions that dureing the time he shall be out of England in the Companyes Service he shall have one hundred pounds per Anum and in case it shall appeare he shall doe the Company any extraordinary Service in the Settlement of their Trade he shall find the Company very bountifull to him at his returne and in case he dye in this Expedicon the Company will pay unto his wife Three hundred pounds provided the Company be sufficiently secured from all claymes and demands whatsoever which his Heyrs or execrs can or may prtend unto from the Hudsons bay Company and at another Comittee there was another Minute or Memorandum entered in the booke of the said Company and is as followeth vizt Att a comittee this 11th May 1685 Present John Ld Churchill Sr James Hayes Sr Edward Deering Mr Richard Cradocke Mr George Barron Mr Samuel Clerke Mr William Walker Mr John Letton Mr George Weymans Mr Raddisons proposicons and the Comittees resolutions upon them at the Comittee the 6th May instant were now read to the right honourable John Ld Churchill Governour who did judge the Comittees resolutions very reasonable But did withall desire that if Mr Radisons wife accepted not off three hundred pounds in money in case of the decease of her husband in the next Expedicon that she may have liberty to elect to herselfe the benifitt of One hundred pounds Stock in the Capitall Stock in lieu of the said three hundred pounds dureing her Life which the said Comittee did agree unto And thereupon Mr Radison was called in and acquainted with the resolutions of the Comittee with which he was very well satisfied and contented And these Defendts say That they likewise gratified all the said Frenchmen that came to England with the Complt and gave them very extraordinary wages and sent them abroad againe with the Complt in hopes that they would doe some extraordinary service for the said Company which they promised to doe but did not And haveing stayed at port Nelson for about the space of two yeares they returned againe to England And these Defendts further say that the Complt not behaveing himselfe as he ought to have done in his last voyage the said Company did not think fitt to employ the Complt any longer in their Service but discharged him therefrom and were willing according to the [?] first Minute to give him Fifty pounds per Anum dureing his life and a dividend of two hundred pounds stocke which the said Company hath constantly allowed and paid unto him untill the time of his bringing this bill And these Defendts further say That the Complt hath often petitioned to the said Company and hath sett forth his necessityes in the said peticon and desired the said Company to consider the same and the right honourable the Earle of Malbrough [*sic*] has spoken to the said Company to allow the Complt something yearly besides the said Sallary for his and his Familyes better Assistance untill he could otherwise provide for the Complt and hath acquainted and assured the said Company in a very short time he the said Earle would procure some place or Office for the Complt thereupon these Defendts say that relying on the said Earles word and assurance that he would provide a place for the Complt as aforesaid there was a Minute entered in the said Company's booke and is as followeth vizt Att a Comittee the 16th December 1687 Present Sr Edward Deering Deputy Governour Sr John Huband William Young Esqr John Letton Esqr

Mr Samuel Clarke Mr Stephen Pitts Mr Nicholas Hayward Mr Richard Cradocke It being now moved in behalfe of Mr Esprit Radison that a gratuity or benevolence of Fifty pounds p Anm might be added to his Sallary for his better subsistances till his Majesty shall putt him into some employ to that or better value and noe longer This Comittee doe agree the same and doe order it shall be accordingly paid to him and comence from the time of his leaveing the late employ at port Nelson and be paid and continued to him till he shall obtaine an employ by his Majestys favour or by any other mean's but not longer And these Defendts say that they naver by the said Minute or order designed that the Complt should be allowed Fifty pounds p anm dureing his Life if he should not gett an employ or that they ever imagined that the Complt would endeavour to compell them soe to doe the said Fifty pounds per anm being meerly bestowed on the Complt for the prsent out of charity and at the request and desire of the said Earle of Malbrough and not out of any meritt or desert in the Complt untill the said Earle should procure him some employment which he promised the said Company he would doe in some very short time Thereupon and for noe other reason was the said order or minute made And the sd Defendts for the space of about three yeares did constantly pay the Complt the said Fifty pounds p anm gratuity still waiteing and expecting when the Complt should be putt into a place or imployment but not findeing that he was likely to obtaine any and knowing how kind they had been to him and that he was burthensome to the Company and had not deserved the kindness they had already showne him there was an Order or Minute made att a Comittee of the said Company for the takeing away the said last Fifty pounds p anm gratuity which followeth in these words vizt Att a Comittee this 1th October 1690 Present Sr Edward Deering Deputy Governour Mr Samuel Clarke Mr Samuel Cudworth Mr Thomas Pitt Mr Nicholas Hayward This Comittee takeing into consideration the late additionall Gratuity of Fifty pounds p anm given to Mr Peter Espritt Radison from his last arrivall from port Nelson which was upon Condicon that the right honourable the Governour of this Company should procure him some employ from his Majestye and was promised should be gott in six months notwithstanding which this Company have continued said gratuity three yeares and have paid him one hundred and Fifty pounds more than his first agreement And they considering their Extraordinary charges they have been at and are likely to be doe resolve that the said Additionall gratuity of Fifty pounds p anm shall cease and expire at Michaelmas last past and that for the future he shall receive only Fifty pounds p anm according to his first agreement And these Defendts say That there is another minute order or memorandum in their said booke which is as followeth vizt Att a Comittee the 23th November 1691 Present Sr Edward Deering Knight Deputy Governour Mr Robert Lancasheire Mr John Smith Mr Robert Nicholas Mr Edward West his honour the Deputy Governour delivered in a peticon of Mr Peter Espritt Radison desireing the continuance of the Companys former favours towards him which peticon was read to the board at the same time his honour made a rehearsall of all transancons [*sic*] of Mr Radisons from his first serving the Company to this day and likewise ordered the Secretary to read to the Comittee the order made the first of October 1690 wherein they retrenched Mr Radisons Gratuity of One hundred pounds p anm to his first originall agreement of Fifty pounds p anm which being read and considered off the Comittee considering their great Losses they have sustained & the vast charges they have been att and are daily did unanimously resolve to adhere to the aforesaid order of the first of October 1690 which the Secretary is to acquaint Mr Radison off and likewise that if he please he may apply himselfe to the Comittee for his Sallary now due to him according to his first agreement with the Company And these Defendts say that besides the Minutes orders or memorandums before sett forth there are noe others entered in the said Companys Bookes any wayes relateing to the Complts wages Sallary or gratuity And these Defendts say That they know not whether the Complts brother is dead or not nor doe they know that the said Company caressed the Complt to such degree as by the bill is vainely Prtended nor doe these Defendts know of any reason they have soe to doe he haveing before seized their good and distroyed their Factoryes as before is sett forth and if the Complt after that did show the Company any kindness or doe them any service it was noe more than he ought to have done to make them parte of amends for the wronge and Injury he had formerly done them in dispossessing them of their Factorys as appeares by his own shewing in the bill however these Defendts doe beleive that what service he did to the said Company was more for his own safety and Prservation then for any kindness or benefitt he intended or designed for the said Company And these Defendts say that since the order or Minute of the 16th of December 1687 the Complt hath not performed any voyage or done any Service whatsoever for these Defendts And these Defendts say That in the Complts last expedicon to Hayes river these Defendts doe beleive that the Complt stayed there for about two yeares time but did not performe his trust there with any extraordinary faithfulness diligence trust exactness or justice as by the bill is prtended but on the contrary made disturbances and animosityes amongst the said Company's Factors and Servants and behaved himselfe soe insolently there in so much as the said Companyes Governour there ordered the Complt to be secured on board one of the said Companys Shipps and the Complt was brought over a prisoner into England about the mounth of October One thousand six hundred Eighty and Seaven as these Defendts beleive since which time the Complt hath not any wayes been imployed by these Defendts nor doe these Defendts thinke that the Complt is fitt or capable or any wayes qualifyed for their Service or employment And these Defendts say That they are ready and willing to pay and allow unto the Complt the said Fifty pounds p anm and his dividend of two hundred pounds Stocke in the said Company according to their first agreement

although these Defendts doe not know that the Complt ever really deserved the same however the same being soe agreed upon by the said Company these Defendts are ready and willing to performe the said agreement but as for the last Fifty pounds p anm it was allowed the Complt out of charity at the request of the said Earle of Malbrough onely without any other consideracon whatsoever for some small time untill the Complt could be otherwise provided for as before is sett forth and the said Company haveing since for severall reasons thought fitt not to allow the same any longer they humbly conceive that they are not obliged to allow their charity to the Complt or any other person whatsoever any longer then the said Company shall think fitt or convenient soe to doe and therefore thinke the Complt to be a very ungrateful and disingenious person to bring this troublous and vexatious Suite against them without any Just ground or cause for the same And these Defendts further say as before in this their Answer that they never received any Beavers Skins or any other goods whatsoever of or belonging to the Complt or wherein he had any interest right or clayme whatsoever And these Defendts say That they know not of any price that is sett on the Complts head in France nor what his said head is worth And these Defendts say that they know not of any promises of any reward that were at any time made to the Complt by the said Company or any of their members save onely what are menconed in the orders and minutes before sett forth nor of any Letter wrote to the Complt from the said Company or any of their Members to France or elsewhere and if Mr Young one of the members of the said Company hath writt any Letter or Letters to the Complt these Defendts doe not know by whose order or by what power or authority he wrote the same nor doe they know the contents of such Letter or Letters or any of them but these Defendts say that they are informed that the said Mr Young is and has been for some time very intimately acquainted with the Complt and prtends to be very much his Freind but for what reason these Defendts know not And these Defendts say That they have stopped the payment of the Gratuity of Fifty pounds p anm ever since Michaelmas One thousand six hundred and ninety for the reasons aforesaid Written That This or any other matter cause or thing in the Complts said bill of Complt contained materiall or effectuall in the Law for them to answer unto and not herein and hereby well and sufficiently answered unto confessed or avoyed travised [?] or denyed is true all which these Defendts are ready to aver maintaine and prove as this honourable Courte shall awarde and humbly pray to be hence dismissed with their reasonable coste and charge in this behalfe most wrongfully sustained

P Otterburne

C.R.C. Makes a Pleasing Reference to the Company in Its Coast to Coast Travel Talk

UNEXPECTEDLY the Hudson's Bay Company found itself on the air when on 17th September 1935 the Canadian Radio Commission in one of its travel talks on the national network made the following pleasing reference to the history of the Company and to the spirit of adventure which still lives around the Company's posts:

"The story of the Hudson's Bay Company is a story of romantic adventure. In the seventeenth century the Royal Charter was granted to the Governor and Company of Adventurers of England trading into Hudson's Bay by Charles the Second of England, whose reign was one of gallant cavaliers, daring deeds and successful enterprises. In the year 1668 a group of men set sail from England and, passing through narrow channels and immense ice fields, sailed into Hudson's Bay, where they built a fort of logs to which they gave the name Fort Charles, and straightway engaged in the trading of furs and the exploration of the country. Fighting the bitter cold of the northern winters, the uncertainty of the vast uncharted territory before them and the hostility of strange Indian tribes, these merchant adventurers persevered and secured quantities of rich furs for the markets of the world.

"And today, after two hundred and sixty-five years of continuous administration by a Governor, Deputy Governor and Committee, this great Company still marches on—still sends young adventurers east, west and north over Canada to trade with the Indian and Eskimo. The red ensign with the letters H B C in white still flies over two hundred and thirty-two fur trading posts from Newfoundland to British Columbia and the Great Lakes to within seven hundred miles of the North Pole. Thirty of these are within the Arctic Circle and receive mail and supplies only once a year.

"Throughout the northern stretches of the Province of Ontario this red ensign is a welcome sight to the tourists and travellers of the North. Canoeists, following the charted trips through Algonquin Park, the Timagami Forest Reserve, as well as west to the Manitoba border and north to James Bay, stop at these posts in the wilderness for supplies, guidance and a touch of adventure, for the story of these merchant pioneers is the history of a great country—a history which is still in the making. And so, as you paddle along the rivers and across the lakes of the northern woods of Ontario and sight in the distance the red ensign of the Hudson's Bay post, you will sense that spirit of romance, the romance of the Adventurers of England."

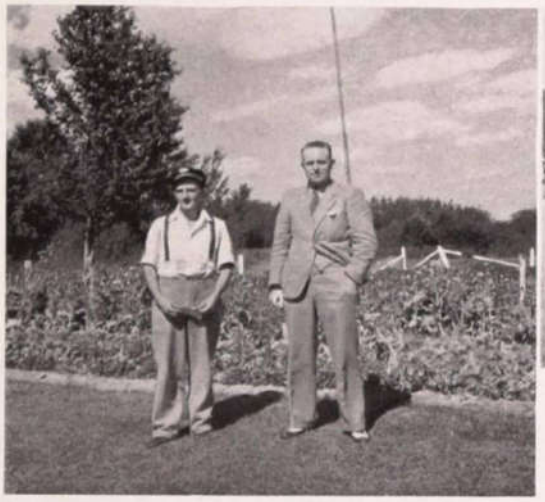
THE COMPANY NEWS REEL

This issue our news pictures lead off with "The Crown, the Company and the Church," the three great powers in the Northwest Territories. On the left is Major D. L. McKeand, of the Lands and Northwest Territories Branch of the Department of the Interior, who for several years has been in charge of the Government's Eastern Arctic patrol on the "Nascopie." In the centre is George Watson, manager of the late St. Lawrence-Ungava district for the Company and now manager of St. Lawrence district. On the right is Bishop A. L. Fleming, Anglican Bishop of the Arctic. The photo is by Chesley Russell. Below is an excellent picture of the "Nascopie" taken by the bishop at Clyde River post, Baffin Island.

Captain J. Dawe, master of the Company schooner "Fort Garry," caught by Wireless Operator A. F. Wilson at Fort Chimo in August. Below is Captain T. F. Smellie, of the Company's R.M.S. "Nascopie," at Pangnirtung. In the press the captain is often referred to as the nautical man who shovels prairie snow all winter and navigates Arctic ice all summer.

Above is the schooner "Fort Garry" at Ramah, Labrador, in July. The low clouds are typical of the region, where the schooner was held up by ice and fog. This year, with bowsprit and topmasts gone, the schooner has a greatly changed appearance. Below: Unloading the annual supplies at Pangnirtung.

The R.C.M.P. detachment for the Western Arctic, under the command of Inspector Curleigh, on the Company's Mackenzie River vessel, the "Distributor," on their way north this summer. On the right: Inspector and Mrs. Curleigh on the boat. They were married shortly before going north and their headquarters will be at Aklavik, Inspector Curleigh having assumed command of the Western Arctic subdivision of the R.C.M.P. Photos are by F. B. Milne.

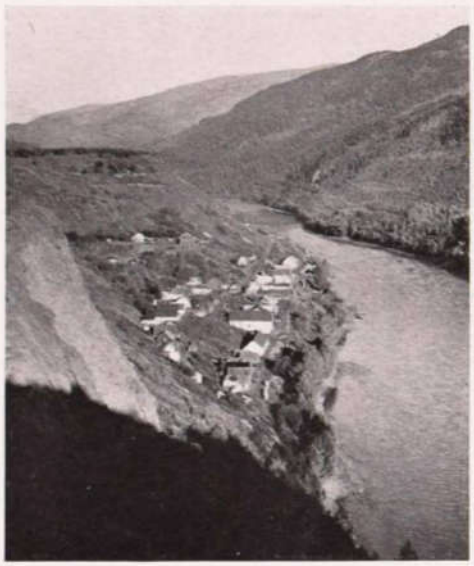


W. E. Gilbert, of the Canadian Airways Limited, landed at Montreal Lake post last summer, apparently admired the garden and took this picture of Inspector W. C. Rothnie, H B C, and the post manager, W. Mitchell.

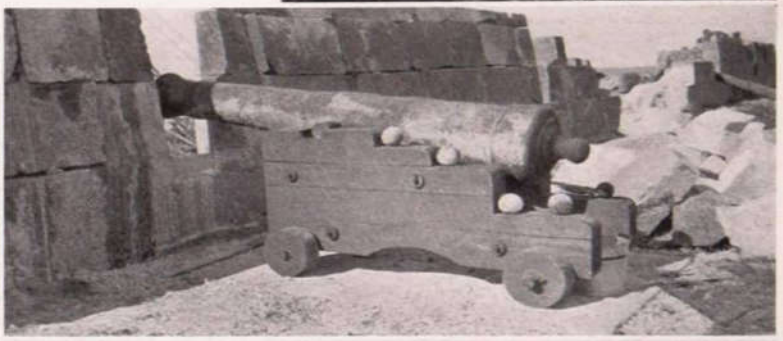
The Company buildings at Tuktoyaktuk, the Western Arctic district distributing depot just east of the mouth of the Mackenzie river. It is, of course, an ideal summer resort, for one can always be sure of the odd snowstorm to break the monotony of two or three warm days.

On the left: Harry Sites, Inspector W. Gibson and Larry White on board the Company schooner "Fort James" off the Western Arctic coast. Above: Dan McLeod, Jim Neely and Captain C. H. Roberts do a spot of fishing at Tuktoyaktuk, where the fishing is all that it should be. Photos by R. H. G. Bonnycastle.

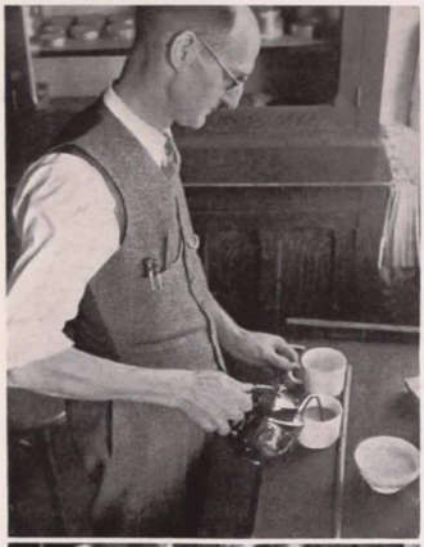
The "Koksoak" photographed by J. Cantley in the ice-locked harbour at Port Burwell during the annual call of the "Nascopie." On the right: Bishop Fleming took this picture of Captain Neilson of the M.K. "Fort Churchill" en route to Fort George in James Bay.



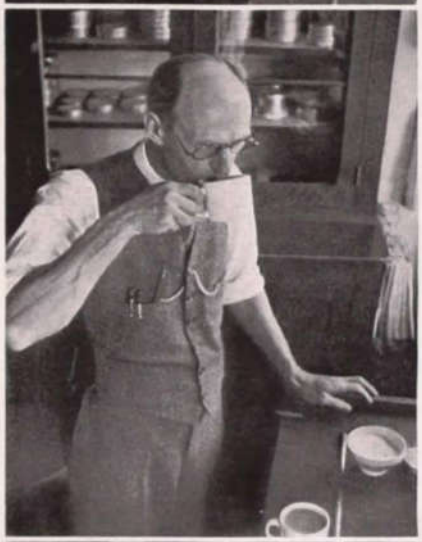
Telegraph Creek on the Stikine in northern British Columbia. Photographed by the Company's manager there, Trader J. Gregg. Telegraph Creek is in the famous Cassiar country.



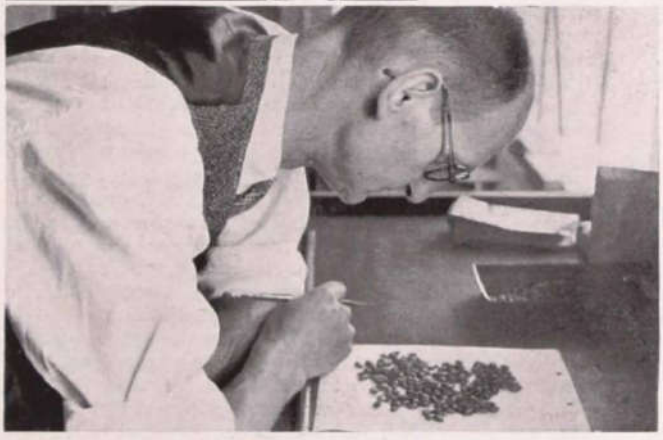
At last the mess left by Admiral La Perouse in 1782 at Fort Prince of Wales on Hudson Bay is being cleared up. The two photos above show the good work being done by the Historic Sites and Monuments Board. On the left: Walter Gordon, of Shamattawa post, enjoys a perfectly legal and somewhat liberal helping of roast beaver. A. Harkes, who took these two lower photos, labelled the one on the right "Spring Is Here." We believe that the small lady is his own daughter.



Above are the gentlemen who are doing a big business in British Columbia selling such things as H B "Point" Blankets and "Fort Garry" Tea and Coffee. They are the salesmen of our Vancouver Wholesale, which is managed by D. M. McCurdy on the extreme right. At the left is J. H. Bennett, who, as mentioned elsewhere, has driven his car 663,000 miles selling these products.



Above: G. F. Klein, cheerful manager of the Company's Winnipeg store. Right: L. F. Pearce, of the Land Department, contemplates a section of the Golden West.



W. F. Free, maker of the best cup of coffee in Canada, testing his H B C teas and coffees in his little room overlooking Vancouver Harbour.

Sometimes we get editorially tired of the all-male chorus of the North and so fell easily for this photograph of feminine good-looks as shown by some of our Edmonton store girls.

BOOKS

"Naskapi, the Savage Hunters of the Labrador Peninsula," by Frank G. Speck.
"Steel of Empire," by John Murray Gibbon.
"Reindeer Trek," by Allen Roy Evans.
"Round the Council Fires," by Mary Weekes.
A Complaint of the Review of "The Red River Insurrection."

"Naskapi, the Savage Hunters of the Labrador Peninsula," by Frank G. Speck. Published 1935, University of Oklahoma Press, Norman; 248 pages; $3.50.

FRANK G. Speck is a well known authority in ethnological circles and his extensive field-work has made him a familiar figure at many of the eastern posts. He is, without a doubt, the most well informed person in the field of science in regard to the Montagnais-Naskapi bands of central and eastern Quebec, and his writings are worthy of attention.

Dr. Speck's latest work, "Naskapi," does him credit. It is admirably written and should be of interest not only to students of ethnology but to those employees of the Company whose work brings them into contact with the Montagnais-Naskapi.

The book is not a description of the tribal life of these natives of the interior, as might be imagined from the title. Rather, it is a very learned treatise on their natural religion and spiritual aspects. We read how the whole life of the Naskapi hunter is bound up with a host of semi-religious rites and customs; how he seeks, by a crude though very complete magical ritual, to retain the favour of the spirits which control the hunting and combat the unfavourable forces of nature.

We scarcely think that the subject justifies the use of the tribal name for title, since the rest of the native culture is dismissed with a few paragraphs in the author's introduction. Perhaps, however, Dr. Speck uses the word "Naskapi" in the sense of "pagan," the meaning attached to it by the christianized Montagnais bands of the coastal region.

One interesting feature of the book is that, wherever possible, a literal translation of native text is used in descriptions of beliefs and rites. Though somewhat difficult to read at times, these passages enable the reader to obtain a real insight into the native conception of life. One feels that scapulimancy, bear ceremonialism, etc., are no mere superstitious practices to be ridiculed but part and parcel of the Naskapi rule of life. They fit into the scheme of things as easily as the canoe and the snowshoe.

On the whole, it is an interesting book, suitable for the "men of the North" and a few others. Being essentially technical in nature, it lacks a wider appeal.—*J. A. Burgesse, Pointe Bleue Post.*

"Steel of Empire, the Romantic History of the Canadian Pacific, the Northwest Passage of Today," by John Murray Gibbon. The Bobbs-Merrill Company, New York; McClelland and Stewart, Toronto, 1935; $3.50.

ANYONE undertaking to write the history of a company for the general reader must carry throughout his solitary labours the knowledge that, at the end of the task, there will be two snipers waiting for him with telescopic sights trained on his book. The first sharpshooter is the professional historian who knows more about some corner of the story of mankind than any living soul. When the book comes within his range he focuses upon those few paragraphs having some reference to his own exclusive field and, in a fury of indignation over neglect of his own subject, fires an explosive bullet calculated to put the book forever out of action. The other sniper squints carefully at the book, and unless it is a muckraking broadside exposing the company as a sinister, vicious monster, then he too fires with deadly intent.

Mr. Gibbon's history of the Canadian Pacific Railway will be fired at by both these, but it will probably survive both shots. It is a company history, and it ranges through such unexpected fields as Oriental art, fur trading, exploration, track laying, politics and finance, and in every phase it offers targets for the professional historians to pot at. Whether or not the snipers like it, "Steel of Empire" is a welcome book because it gives some indication of a limbering up of the writing of Canadian history. Let anyone who has any doubts about the widening field of reader interest in popular history examine the rising interest in non-fiction as shown in the best seller lists abroad and in the United States, then turn to the Canadian field and note the shelf after shelf of excellent, competent scholarly history produced by Canadian students, and note also how it has entirely missed the general reader—scholarly books written for scholars.

"Steel of Empire" is good general history. It tells the story of a great enterprise, and if some of the pages relating to the fur trade are not quite what a Hudson's Bay Company historian might like, that is not very important. And if the elements of propaganda show through from time to time in official eulogies, that too is unimportant. Adult readers are able to take care of themselves in these matters. It is the first definitive work in the field

and can safely be recommended to anyone who has an interest in this country's story. What is more, it is a remarkable money's worth and a notable piece of book making. Four hundred pages, seventeen full page colour plates, sixty-four pages of halftones and nearly one hundred and fifty line cuts, all for $3.50.

Of particular interest to Hudson's Bay Company readers are the first hundred pages, which touch the fur trade, particularly the transport routes, and the chapter on "Lord Strathcona, Imperialist."

"Steel of Empire" brings together for the first time a lucid account of the passes through the mountains used by the fur traders and links those routes with the later penetrations of the railway exploration parties, and later the army of construction. The maps are excellent. For the travellers through the Canadian Rockies who have often been exasperated by the lack of historical information in the available handbooks, Mr. Gibbon's volume will put them right regarding the passes, ranges and rivers.

Mr. Gibbon has been associated with the Canadian Pacific for more than a quarter of a century. He was educated at Oxford and in Germany, and, after editorial work in London, came to Canada, where he brought new enterprise into the publicity work of the C.P.R. The business of producing traffic for the C.P.R. has never interfered with a sustained and practical interest in arts and letters. Actually Mr. Gibbon has succeeded in blending these apparently diverse interests, as everyone knows who is familiar with his work in the promotion of the folk song festivals, Highland games at Banff, the research into old songs of French Canada. Mr. Gibbon was founder and first president of the Canadian Authors' Association.—*D.M.*

"Reindeer Trek," by Allen Roy Evans. Published 1935 by McClelland and Stewart Limited, Toronto; 269 pages, $2.25.

HAVING read and enjoyed Allen Roy Evans' story, "Meat," in *The Beaver*, it was with some nervousness that I began to read "Reindeer Trek." It seemed almost impossible that the author could, from the meagre reports issued by the government, find sufficient material for a book.

For the benefit of those who missed "Meat," in 1929 the Canadian Government purchased a herd of three thousand reindeer from the Lomen Reindeer Corporation in Alaska to restock the western Canadian Barren Lands from which the caribou had disappeared, doubtless due to wanton use of the rifle by the notoriously improvident Eskimos. For five years Andy Bahr, a Laplander, with a handful of his own countrymen and some Eskimos, whom he taught to ski, drove the huge herd eighteen hundred miles along the Arctic coast to a six thousand square mile reserve east of the delta of the Mackenzie river.

Mr. Evans in "Meat" wrote a story around this epic delivery of meat on the hoof, describing the preliminary arrangements in Alaska, an incident when the herd was held up by glare ice, an attack by wolves and the final crossing of the Mackenzie. Considering that the author was at the time a British Columbian schoolmaster venturing into the fields of journalism, he did a remarkable job. His accounts of blizzards, of intense cold which invades the thickest furs and tears great fissures in the ice, and of chipping a path across the glare ice were excellent pieces of descriptive writing; so excellent, in fact, that one feared he could not keep up the pace through a whole book.

But there was no need for fear. It does not matter whether the jealousy of Ome for Mikel, the avalanche, or the finding of Rajik and his tribe sealed in their igloos to await the Spectre Famine actually happened or whether they are the children of Mr. Evans' imagination; if you like stories of the struggle of life in desolate regions you should read "Reindeer Trek."—*R. H. H. M.*

"Round the Council Fires," by Mary Weekes. Ryerson Press, Toronto.

THOSE who attended school while Canadian history was still "dry as dust" will find new interest in Mary Weekes' recently issued volume, "Around the Council Fires." It is primarily designed to serve as supplementary reading for children, and yet it should afford pleasure to those who are more mature.

It consists of a series of pen portraits, eleven in all, of notable Indian chieftains. Like such artists as Paul Kane and James Henderson, who, obeying the poet's injunction to "Go out, go out in canoes," found their majestic models among the aborigines of northern lake and valley, Mrs. Weekes has brought to light material hitherto but little known.

The style is terse and dramatic, and the material tempting to the playwright. In her earlier narrative, "The Waning Herds," the author asks us "to remember the days of old, and the years that are past" when the great plains reverberated to the galloping buffalo and the sharp whistle of the white man's "iron horse" had not been heard. With the coming of the railway, she reminds us in her latest book, the romance of the Indian passed into history.

One observes that the story of Sagamore Membertou, with which the book opens, and the story of Maquinna of the Nootkas, with which it concludes, provide an admirable contrast. Membertou made possible for De Monts and Poutrincourt the colonization of the lovely land of Acadie. Maquinna, on the far Pacific coast, never forsaking the cannibalistic tradition, slept with a bag of skulls under his pillow and continuously wrested throughout a long life homage from each would-be explorer and trader.

The excellent sketch of Payepot is of interest to westerners, the reservation to which his band was allotted being situated in the Qu'Appelle valley. One reads of an environment familiar and homelike; "of bushy saskatoons and wine-red willows; of prairie roses, delicate in their tinting, that writhe like sea grass around the camps and huts of the village."

The truth is not under any circumstance sacrificed, and this in spite of an enviable power to

create glamour. The head-dress of golden eagle feathers swaying in the wind still symbolizes, for imaginative youth, "trailing clouds of glory." And closer acquaintanceship with its wearer will lead to a sympathetic understanding of a great race. —*E. K.G., Moose Jaw.*

A Complaint of the Review of "The Red River Insurrection" published in the September Beaver.

THIS letter was not originally meant for publication. It is a complaint regarding the book review about the Red River trouble.

One cannot laugh, even after sixty-five years, at the pitiful condition of things in Red River in '69 (and before) and the pitiful attempts to remedy them. It may be that if Sir John A. Macdonald's government had not been so amused in '69, they might have saved the country a million dollars of amusement in '85.

Your statements suggest that you do not realize the miserable existence of these people without markets for either produce or labour. Ross, in his book, talks largely of their lack of enthusiasm as farmers, preferring the hunt. If they had become farmers, where would they sell their produce?

In regard to agriculture, the Company's necessities largely remained fixed throughout the years, there being no great increase in their establishments. Thus we can take the following for the year 1838 as a guide to the settlers' agricultural market: "The settlers continued to take as much wheat to the Company's stores as they had been accustomed to take before the establishment of the model farm; namely, eight bushels a year could be sold by the farmer who had no other way of gaining a shilling. Hunters and trip men were favoured with a market for four bushels from each, at 3s. 6d. per bushel; importers and mechanics could sell no grain at the Company's stores, which state of things shows conclusively that the settlers raised an abundance of grain for their own use and, in the aggregate, ten times more than the market demanded." (Gunn & Tuttle, page 281). This was in 1838. The census in 1849 showed the colony to contain 5,391 people. The census of 1870 showed 12,000 people. So much for agricultural markets.

We come now to labour. In the days of the boat brigades the very small portion of the population who were engaged to row fifty-five minutes in the hour, to carry one hundred and eighty pounds for distances of a few yards to three miles, to sleep in wet clothes, etc., (in other words, perfectly physically fit men, men under thirty-two years approximately and of good build) could do slavish work for two months (York Factory brigade) or four months (Portage la Loche brigade) for $20 a month, with tea, pemmican and flour. With the Red River transportation, which begun, I believe, with the *Pioneer* in 1859, even this undesirable work was unavailable (but replaced to some extent by the cart brigades).

We come now to the last source of income of these wretched people—the buffalo hunt. We will presume the average family could afford two carts capable of carrying a thousand pounds each. The family went on a two or three months' tour. One cart would hold equipment and children. In the other they could bring back a thousand pounds of pemmican, six hundred of which they probably could spare at the prevailing price, 3d. per pound. And this source of food and income was taken away by the failure of the buffalo herds on the Dacotah plains beginning in 1868.

These people were ridden by tuberculosis (and in our own time it is an axiom to always examine the chest of the laziest man in town, as too often it is the lethargy of tuberculosis), with inefficient means or education to combat it. A tubercular or hook worm father is too often the head of a family of ne'er-do-wells, for lack of attention and instruction.

In 1868 there was a complete crop failure, and starvation was staved off by contributions from England, Eastern Canada and U.S.A. Principal Grant, the famous head of Queen's University and author of "From Coast to Coast," raised about $1,200 in Halifax alone. The federal government responded by starting the Dawson Road construction, a relief project headed by a gang of grasping "sixty-niners" that precipitated the trouble and formed the greater part of Riel's opposition.

Personally I cannot even smile. It was a pitiful demonstration of a people for something better, and when that was promised them, they voted themselves into confederation long before the arrival of the troops, which, by the way, were garrison troops (as the American authorities were told at the Sault) sent to maintain order, and we still keep a garrison to maintain order when civil authorities cannot cope with a situation.

The few people who supplied the social life and the cultural background of the community were the retired chief factors and traders, the officers of the Company, and the officials of the Council of Assiniboia.

And one must not make the mistake of grouping people of mixed blood into one class. Mixing blood produces curious results. Out of a mixed marriage, say with a family of four, one will be all white in mental reaction; two are mixed; the fourth Indian. You can see examples of the first group being absorbed into our communities. We have a lot of the last group and they become more dependent with the years. The biggest tomb in St. John's cemetery is erected to a half-breed.

If history is to be of any value in formulating our future opinions and actions, let it be unbiased —we should be able to profit by past errors as well as past successes.—*A.N.S.*

Note—With the condition of the half-breed people as stated by A.N.S., there can be no disagreement. A racial group reaching out to defend certain liberties will always command the respect of serious students of history, but such an event does not exclude the possibility of fantastic and even amusing political situations. History is full of incidents, tragic in their immediate situation, but rich with comedy. Revolutions in South America, Spain, the Balkans, and scores of places, have had real political significance and at the same time have had their lighter sides. In the review of the "Red River Insurrection," it was hoped to indicate that the whole affair had a lighter phase which had been overlooked.—*D.M.*

LONDON OFFICE NEWS

DURING the last three months we have had the pleasure of visits from C. W. Veysey, manager of the Wines and Spirits Department; Leonard D. French, manager Vancouver Fur Purchasing Agency; and Norman Douglas, Vancouver store. The following members of the Canadian staff have been studying furs in the warehouse: J. T. Buchan, from Cree Lake; E. E. Bates, from Lansdowne House; J. F. Topping, from Hay River.

The Company was represented at Waterloo station on the arrival of the Earl of Bessborough, the retiring Governor-General, and again on the departure of his successor, Lord Tweedsmuir.

Visits have been paid to Hudson's Bay House to inspect the Company's archives by G. H. Scholefield, O.B.E., Dominion archivist, of Wellington, New Zealand; by a party of fourteen Canadian teachers, who were touring England under the auspices of the Overseas Education League; and by two members of the Canadian staff—E. E. Bates, of Lansdowne House, and G. S. Towlie, of Pointe Bleue. Professor A. S. Morton, of the University of Saskatchewan, Saskatoon, returned to Canada on 7th September after two months of research in the Company's archives.

Mr. F. A. Stacpole, London Manager of the Hudson's Bay Company, who spent several days in Winnipeg in the fall while on a visit to Canada and the United States.

THE FUR TRADE

Fur Trade Commissioner's Office

F. A. Stacpole, London manager, and Elwyn Ingrams, manager of the fur sales department, London, were visitors at the office during the latter part of the summer.

Among other out-of-town visitors during the past three months we note the following: Dr. Parnell, of the Institute of Parasitology, Macdonald College, Que.; Rev. W. J. R. James, of the Anglican mission, Baker Lake; J. Cahdam, of Canadian Industries, Montreal; J. D. MacKenzie, retired district manager; C. Landau, of Landau & Cormack, Archdeacon Faries, York Factory, Superintendent T. V. Sandys-Wunsch and Inspector Rivett-Carnac, R.C.M.P.; J. C. Macdonald, managing director of Joseph Gundry & Company Limited, Bridport, England; Bishop Turquetil, from Churchill; Bishop Breynat, Fort Smith, and Harvey Weber, of The Pas.

The Fur Trade Commissioner made an extended visit by plane to the Mackenzie-Athabasca district during the early part of September, visiting Edmonton, Waterways, Fort Chipewyan, Fort Fitzgerald, Fort Smith, Fort Resolution, Hay River, Beaver Lodge, Fond du Lac, Stony Rapids and Fort McMurray. Later in the same month, accompanied by W. M. Conn. He made a trip by plane from Kenora to Grassy Narrows, Red Lake, Gold Pines, Lac Seul, Hudson and Sioux Lookout in Superior-Huron district. During November he visited the western centres, including Regina, Saskatoon, Prince Albert, Edmonton, Calgary, Vancouver and Seattle. Port Simpson, Prince Rupert, Kitwanga and Hazelton were visited on the way back.

Hon. J. S. McDiarmid, minister of mines and natural resources for Manitoba, and A. G. Cunningham, director of game and fisheries, were visitors at our Bird's Hill fur farm recently. Later Mr. Cunningham, accompanied by H. P. Warne, inspected the Steeprock River muskrat reserve and reported satisfactorily on the progress being made there. Through the courtesy of the director of game and fisheries, a pair of beaver were placed on the marsh recently to try out the possibilities of restocking that area with these animals.

S. Kaufman, who has been associated with the Montreal depot for many years, has retired because of health reasons and intends returning to England.

A. Copland, of Ungava district, has been transferred to Winnipeg. Incidentally he and Mrs. Copland have been receiving congratulations—a daughter, born October 22.

E. W. Fletcher and J. Cantley spent some time in Montreal during the latter part of August in connection with the changes being made there. The former later accompanied the Fur Trade Commissioner on the trip made to western centres as far as Vancouver.

H. P. Warne visited the Maritimes and other eastern points during September, and more recently he has visited all the fur purchasing agencies in the West.

We welcome H. E. Cooper, formerly superintendent of small stores for the Retail Stores department, who joined the Fur Trade November 1 as merchandise manager. Mr. Cooper is making himself at home in Winnipeg and we wish him every success in his new sphere.

P. Patmore spent a short time at Churchill and Winnipeg on his way back to Vancouver after assembling the *Nascopie* cargo at Montreal and making the trip on the *Nascopie* from Montreal to Churchill.

We regret that because of ill health, J. C. McGibbon, who has been associated with the Ungava district since 1913, has had to retire. He has returned to his home in Scotland.

The *Nascopie* arrived back at Halifax September 28 after successfully completing her annual Eastern Arctic voyage. Captain Smellie has returned to Winnipeg. Chief Officer G. H. Stephen, Chief Steward A. Reed and C. Ealis, fourth engineer, are standing by the ship.

It is with regret that we record the death of Duncan Fletcher, of the hardware department of the Winnipeg depot, on October 8. Mr. Fletcher joined the service a year ago and was married only a few weeks before his death. The sympathy of the staff is extended to Mrs. Fletcher and other relatives.

J. Neely was married to Miss Creery in Regina October 16. Congratulations!

J. C. Donald returned to Canada after spending his holiday in England and on the Continent, and has been soliciting consignments in Saskatchewan and in the East during the past month or two.

At least two members of the Winnipeg depot staff excelled themselves at summer sports during the past season. William Nairn, the manager of the depot, partnered by Frank Scott, both members of the Assiniboine Lawn Bowling Club, captured the Birks' doubles championship for Winnipeg and district from an unusually large entry. It may be encouraging for young and aspiring lawn bowlers to note that Mr. Scott is seventy-five years old. We don't know how old Mr. Nairn is, but he received the Company's long service gold medal a few years ago. The other member of the depot staff to distinguish himself was Wm. McNeill, a member of the Winnipeg Rowing Club, who won the junior single sculls at the twenty-sixth annual regatta of the Northwestern International Rowing Association held on Lake Minne-

tonka, Minneapolis. In spite of very rough water on the unprotected lake and the fact that the temperature on the day of the race was 100 degrees in the shade, he rowed home very comfortably with a good three lengths to spare.

The annual Fur Trade conference, which was scheduled to open November 12, has been postponed until March 10.

W. O. Douglas has been acting as manager at Mingan fur farm the past few months pending a permanent appointment.

A very interesting display of curios and Indian and Eskimo work has been arranged in the Winnipeg depot and has attracted a great deal of attention. There is undoubtedly a great potential demand for these articles, and an organized effort is now being made to find outlets for such products received from Fur Trade posts.

James Bay district has also placed two of their Rupert's House canoes on exhibit in the depot, and they certainly compare most favourably with other canoes on the Canadian market.

The Fur Trade department has gone "on the air" in the interests of the fur purchasing agencies and short programmes may be heard weekly until the end of February over the following stations: CFRB, Toronto, 8.00 p.m. E.S.T. Thursdays; CJRC, Winnipeg, 7.30 p.m. C.S.T. Fridays; CJRM, Regina, 1.15 p.m. M.S.T. Fridays; CJCA, Edmonton, 6.30 p.m. M.S.T. Fridays. The programmes feature fur market reports and short talks on fur bearers and other subjects of interest to fur men generally. The Fur Trade Commissioner's office will be glad to hear from listeners with their comments and suggestions.

It is with regret that we have to record the deaths of two of our real old-timers, Louis Rousseau and Edward Edwardson. It is rather a strange coincidence that these two men, who were so closely associated with each other during the years they were in the service, died on the same day—November 5, 1935. Mr. Rousseau was about eighty-seven years of age; Mr. Edwardson was about three years younger. Both held the Company's gold medal and two gold bars for 40 years' faithful service.

The Western Canada fur animal exhibition was held in the Whitla building, Winnipeg, November 12-15. There was a very large entry and the show was considered as being the most successful ever held in Western Canada. Robert Fraser, of New York, was fox judge and H. P. Warne and J. Gassner were the mink judges. The show wound up with a banquet in the dining-room of the Hudson's Bay retail store, at which the cups donated by the Company were presented to the winners.

Congratulations are extended to the following members of the Fur Trade staff who were recently presented with medals or bars for long and faithful service:

Gold Bars—W. Ralph Parsons, Fur Trade Commissioner; Mackenzie-Athabasca district, A. F. Camsell, A. M. McDermot (fourth), John McPherson; Prince Albert F.P.A., J. J. G. Rosser (fourth).

Gold Medals—Mackenzie-Athabasca district, Henry Laferty; Winnipeg depot, E. J. Riley.

Silver Bars—Superior-Huron district, Alex Anderson; James Bay district, J. W. Anderson; Winnipeg depot, H. W. Brewer; Labrador district, G. Budgell; St. Lawrence-Ungava district, D. Edmonds (second); Saskatchewan district, F. Moar; Prince Albert F.P.A., J. G. Woolison (second).

Silver Medals—Winnipeg depot, A. Bruce, L. Coote; Mackenzie-Athabasca district, W. J. Clark, Norman Henry, A. J. McLeod, G. Pendleton; Superior-Huron district, W. Gregory; Labrador district, A. G. Miles; James Bay district, W. T. Watt; Fur Trade Commissioner's office, Miss M. Lumbers; Montreal depot, J. F. Ladds; Saskatchewan district, T. McEwan.

S. M. Jenner is retiring at the end of this year. "Sam" was born at Brighton, England, in 1862 and entered the service of the Company first in 1886 at the Winnipeg retail store. In 1916 he transferred to the Winnipeg Fur Trade depot, where he has continued ever since. He holds the Company's gold medal and three bars in recognition of forty-five years' faithful service. Despite his years, "Sam" is still very young in his ideas and his genial presence will be missed around the stationery department. We hope he will have many years to enjoy his well earned retirement.

Wm. McNeill, to whom we have already referred elsewhere, is succeeding Mr. Jenner in charge of the stationery. Mr. McNeill came to the depot about eighteen months ago. An Irishman from County Antrim, he seems determined to make the same success in his business career as he is already doing in the field of sport.

British Columbia District

The district manager returned to Vancouver on August 12 after an absence of three months, having visited various points in the Yukon Territory and Telegraph Creek, Dease Lake, McDames Creek and Liard posts of the Cassiar sector.

The following members of the staff visited the district office during August: Mr. McColl, of Port Simpson, accompanied by Mrs. McColl; L. F. Murphy, of Fort St. James; James Ware, of Whitewater; and J. E. Hillditch, of Frances Lake. J. Copeland, of McLeod's Lake spent his vacation in Winnipeg. Other visitors to district office during the month were: Mr. George W. Allan, Chairman of the Canadian Committee; Mr. P. A. Chester, General Manager; Mr. A. M. Jones, of Seattle; Mr. R. H. Moore, Indian agent at Vanderhoof; and Mr. C. J. Bjorke, Norwegian vice-consul.

Among the visitors in September was Bishop Geddes of the Yukon; Mr. I. W. Day, a customer of the Company for many years at Telegraph Creek.

Apprentice J. Copeland was transferred from McLeod's Lake to Hazelton, and Apprentice W. M. Mills from Telegraph Creek to Tacla.

An interesting item of news comes from Babine. Mr. Nelson, our post manager, went out fishing on the lake one evening early in August and caught eight trout; the next day Mrs. Nelson, assisted by her young son, went out and caught no less than seventeen. The Dominion government for many years have operated a salmon hatchery on Babine Lake; by 8th August some three hundred salmon had come to spawn, and many more were working their way up the creek.

The district manager returned to district office during the last week in October, having completed a trip of inspection to Fort St. James, Tacla, Babine, Old Fort, Hazleton, Kitwanga and Port Simpson.

L. F. Murphy, of Fort St. James, travelled by aeroplane to Slate Creek with a view to opening a camp trade there during the winter season, and J. Copeland has been sent from Hazelton to Fort St. James to assist in connection with the camp trade. Mr. Murphy had the misfortune to injure himself while helping to start the engine of the plane at Slate Creek and was forced to proceed to Prince George hospital for an operation. We are pleased to say he is progressing favourably.

P. B. Hepburn is now in charge of Tacla, his position at Old Fort having been filled by R. S. Cunningham, and B. M. Smith is in charge of Bear Lake camp trade. W. L. Burke has been transferred from Kitwanga to Fort St. James to take the place of L. S. McBride, who is now stationed at Kitwanga.

Frances Lake camp trade in the Yukon will be operated again this winter by J. E. Hillditch, the season's supplies having been received at destination in September.

Mr. Ralph Parsons, Fur Trade Commissioner, accompanied by E. W. Fletcher and H. P. Warne, visited Vancouver early in November. W. Black also called at Vancouver en route to Port Simpson.

Recent visitors to district office were Bishop Geddes of the Yukon, and Mr. A. W. H. Smith and Mr. Dar Smith, of the Barrington Transportation Company, Wrangell.

Mackenzie-Athabasca District

During the month of August several employees came in to Edmonton to take a course in fur grading. Those attending were: H. J. Gallagher, of Wabasca; Norman Henry, of Fort Vermilion; and W. R. Garbutt, of Fort Resolution. They took the complete course, but several other employees who happened to pass through Edmonton this summer were able during their stay in town to put in a few days on the work.

We are building a new and up to date store at Cold Lake, Alberta. Considerable interest is being taken in the development by residents at Cold Lake and the store, when completed, will be the best in town. D. M. Cuthill, late manager at Sturgeon Lake, has been transferred to Cold Lake as manager of the new store.

P. Forman, late of Cold Lake, has been transferred to Sturgeon Lake post.

Extremely heavy and long continued rains in the North country caused serious trouble this summer on the Northern Alberta Railways. Slave Lake rose to an unusually high level, overflowing for miles into the surrounding country. For two weeks traffic on the Northern Alberta Railways along the south shore of the lake was entirely suspended, and for several weeks an irregular train service was carried on. Perhaps for the first time in railway history trains going in either direction had to use the services of a pilot. A man in a boat, sounding every few feet with a long pole, preceded the engine; his mission was to ascertain if the track beneath the surface of the water was still in existence. On the Waterways branch of the Northern Alberta Railways a terrific cloudburst washed out several miles of trackage south of Waterways and no trains were able to run into Waterways for a month. Passengers coming out from the North or going in to the North from Edmonton were able to take trains at Lac la Biche, aeroplanes transporting them between Waterways and Lac la Biche or *vice versa*. Only letters and urgent express

matter could be carried by air, all freight traffic being entirely suspended.

J. G. Craig returned from furlough in England in June and proceeded to Hay River post, J. F. Topping of that place going to Scotland on furlough.

W. T. Winchester, who has been on furlough for the past five months, returned to Edmonton at the end of August. Mr. Winchester tells us that he had a most enjoyable holiday and spent a very instructive time at the London warehouse. He has returned to Fort McMurray post as assistant to G. S. M. Duddy.

J. F. G. Wynne has been transferred from Fort St. John post to take charge of Fond du Lac post so that Donald Forsyth may proceed on furlough.

During August Mrs. Skinner, wife of W. M. I. Skinner, manager at Fort Good Hope post, together with her three children, left for her home in Scotland.

The district manager has spent the summer months inspecting posts in the Mackenzie River section of the district. His itinerary has covered most of the posts in that section of the country and has taken him very far afield.

A new post has been opened at Beaverlodge, Saskatchewan. The post office's new name for this place is Goldfields, which clearly expresses what is expected to be the future of the place. Extensive mineral discoveries have been made in the vicinity. R. G. B. Butchart has been placed in charge and we expect to do a certain amount of building there this fall, sufficient at least to give us comfortable winter quarters.

J. H. Bonshor has been given charge of Fort Chipewyan post, having been transferred from Aklavik.

I. M. Mackinnon, of LeGoff post, visited Edmonton at the end of August.

Early in September the Fur Trade Commissioner, accompanied by the district manager and Mr. Black, of the Fur Trade Commissioner's office, visited Fort McMurray, McKay, Chipewyan, Fitzgerald, Smith, Resolution, Hay River, Goldfields, Fond du Lac and Stony Rapids posts. It was the intention to visit additional posts but weather conditions for flying were not favourable.

A new dwelling house is being erected at Stony Rapids post.

On 9th September W. C. Rothnie, late of Saskatchewan district, took over the charge of Fort McMurray post, relieving G. S. M. Duddy, who is proceeding to Scotland on furlough. Mr. Rothnie was accompanied by Mrs. Rothnie and child.

Inspector J. Milne, accompanied by Mrs. Milne, left Edmonton for Scotland on furlough, early in September.

The General Manager, Mr. P. A. Chester, accompanied by Mr. Geo. W. Allan, Chairman of the Canadian Committee, visited us on two occasions in September.

C. H. J. Winter, formerly of St. Lawrence-Ungava district, joined the Mackenzie-Athabasca district office staff in September, replacing G. S. West, who has been transferred to Fort Smith post.

W. Black, of the Fur Trade Commissioner's office, returned from Chipewyan on 30th September and proceeded to Winnipeg. Mr. Black spent some time with the new manager, Mr. Bonshor, at Chipewyan, dealing with the subject of merchandise.

D. McMullin, late of Whitefish Lake post, has taken over the charge of Upper Hay River post and is being relieved at Whitefish Lake by H. Fraser, late of Portage la Loche post. H. Clarke, late of Upper Hay River, has retired.

D. Forsyth, of Fond du Lac post, is assisting at Cold Lake in connection with the opening of the new store and also relieving at LeGoff post before going on furlough.

The district manager visited Cold Lake post preparatory to the opening of the new store. The new store was officially opened on 19th October. On the evening of the opening a dance was given in the local hall;

Mr. S. H. Murley, General Manager of C. M. Lampson & Co. Limited, who was in Winnipeg for two days while on a tour of Canada and the United States in his firm's interests.

Mr. A. Black, of the Fur Trade Commissioner's office, and Mr. Forsyth, of Fond du Lac, assisted Mr. Cuthill, the manager, at the opening.

The Fur Trade Commissioner, in company with Messrs. Warne and Fletcher, paid a two-days visit to Edmonton and left for the coast on 1st November.

W. G. MacKinnon, late of Saskatchewan district, has taken over the charge of Fort McKay post in October.

During October P. J. Carey, of the Mackenzie River Transport, Peace River, was a visitor to Edmonton.

Mr. DuPre, of the Fur Trade Commissioner's office staff, visited Cold Lake in October, investigating the fishing industry.

It is with the deepest regret we have to record the death of Geo. R. Ray at Edmonton on 13th October. The deceased was at one time district manager of James Bay district, and at the time of his death was employed by the Northern Traders Limited as post manager at Fort Good Hope, N.W.T., on the Mackenzie river. He was buried at Beechmount cemetery, Edmonton, on 15th October.

Mackenzie River Transport

Exceptional weather conditions prevailed this season, culminating in heavy rain storms at the end of July which caused several hitherto insignificant creeks to get out of bounds. The Northern Alberta railway follows the valley of Deep Creek down to the Clearwater valley. The swollen stream caused serious damage to the railway by taking several bridges and undermining the tracks causing washouts. Three weeks' hard work on the part of the railway were experienced before a train could pass over temporarily repaired tracks.

As a result of the washouts the S.S. *Distributor* was delayed two weeks in her departure from Fort Smith to Aklavik on her final trip of the season. She left the former place on August 29 and returned on September 27.

The tie-up of the railway service to Waterways from July 30 to August 22 caused a congestion of freight, but a late fall enabled deliveries to be completed before freeze-up. One thousand tons were moved by us to Beaverlodge (now renamed Goldfields) on Lake Athabasca after resumption of railway service.

The Fur Trade Commissioner, accompanied by Chief Factor Bartleman and W. Black visited Waterways at the end of August and left for the East on September 10 after an inspection trip north.

The following patronized our service during August and September: Major L. T. Burwash, M. L. Ryan, Colin Fraser, J. J. Loutit, Nurses Hutchison and Goddard, Miss Calder, Mr. and Mrs. Geo. Douglas, C. Quartermain, Mrs. Souter, J. M. Douglas, Mrs. P. W. Head, M. McDonald, P. A. Anderson, Miss Burlie, Mr. and Mrs. R. J. Allan, Reverend Father Lefebvre, the Fur Trade Commissioner, J. Bartleman, W. Black, R. H. G. Bonnycastle, J. Neely, Mr. and Mrs. Fred Fraser, Mr. and Mrs. Jas. Fraser, R. C. Fitzsimmons, J. Darwish, A. Hamdon.

Geo. (Scotty) Patterson, who was reported in last issue as having lost a foot whilst on M.T. *Dease Lake*, was sufficiently recovered to travel from Aklavik on the last trip of the *Distributor*. He is now under the care of the Workmen's Compensation Board at Edmonton and is being fitted with an artificial leg. We congratulate Mr. Patterson on the splendid fortitude shown during his trying ordeal. The services rendered by Dr. Urquhart and the staff of the Anglican hospital at Aklavik to Mr. Patterson during his enforced stay there were greatly appreciated.

Whilst in hospital at Aklavik Mr. Patterson was visited on several occasions by the late Will Rogers during the latter's stay-over of a few days before embarking on his fatal trip with Wiley Post. These visits were much appreciated by the invalid. After the departure of the *Winnie May* for the Yukon, Dr. Urquhart presented to Mr. Patterson a cheque which had been left by Will Rogers, which, although quite unexpected, was highly valued by the recipient.

John Sutherland is retiring on pension after having completed fifty-two years in the service of the Company, which he joined in March 1883 at the age of twenty, since which time he has been chiefly employed as engineer on the steamers operating on the Mackenzie, Athabasca and Peace rivers. Whilst not employed at his profession, chiefly during the winter months, his services with the Company

PROVEN FOR NORTHERN WORK

IF you have waited an hour to start down a slalom course;

Stood two hours at the bottom of a hill holding a stop-watch;

Paused for lunch on the trail with a blizzard in your ears;

Or travelled all day in sub-zero weather;

Then you know how important it is to have one warm garment.

THE HUDSON'S BAY PARKA

Any Size
and
Here are the colours

STANDARD	PASTEL
Camel, Scarlet Empire Blue, Grey, White and Multi-Stripe	Rose, Orchid, Sky, Gold and Reseda

IMPROVED FOR WINTER SPORT

THE HUDSON'S BAY PARKA

Adapted from the Northern parka; made from Hudson's Bay "Point" blanket; designed for the use of spectators and officials, and for skiing in extreme weather. Wherever a warm garment is essential this parka will be seen.

Note: Deep pockets for mittens.
Zipper-closed breast pockets.
Knitted wristlets in sleeve.
Webb belt.
Hood, split by zipper, lies flat like a collar.

STANDARD OR PASTEL COLOURS

AND BELOW The chiefs of the Dartmouth College Outing Club, wearing their scarlet Hudson's Bay "Point" blanket jackets, assembled at Hanover, N.H., to direct the seventeenth annual winter carnival February 10, 11 and 12, 1935.

Eastern Distributors
LANDAU & CORMACK LTD.
Lemoine St., Montreal

Hudson's Bay Company.
INCORPORATED 2ND MAY 1670

Western Distributors
HUDSON'S BAY COMPANY
Wholesale, Winnipeg

have covered a variety of occupations. Mr. Sutherland is taking up his residence at Waterways, and his host of friends wish him many future years of happiness.

The 1935 season of navigation was brought to a conclusion by the receipt of word on November 2 from Captain Livingstone of the *Canadusa* that this boat and barge had been hauled out at Goldfields on completion of delivery of freight consigned in our care to the mining companies and traders at that place. Ice forming on the lake prevented the tug returning to Waterways. The crew will be flown out as soon as conditions permit.

The transport office closed at Waterways on October 25 and reopened in the Fur Trade Commissioner's office on October 28.

Western Arctic District

Since last going to press we have received the story of the performance of the sturdy little *Fort James* during the past summer. Captain R. J. Summers has set up a record which should stand long in the annals of Western Arctic navigation. Leaving winter quarters on July 22, the schooner completed 4,446 miles of steaming, all between the mouth of the Mackenzie and Cambridge Bay, Victoria Land, before tying up for the winter in Tuktoyaktuk Harbour on September 17. We think we are safe in saying that never before has a vessel steamed this mileage in one season in the Western Arctic, and all credit goes to Captain Summers and his crew for their achievement, which included safe delivery of three hundred tons of valuable supplies. There is no ship's master who has a better knowledge of this coast than Captain Summers, and he was admirably supported by his crew: Engineer L. G. White, whose engines gave one hundred per cent. service, second Engineer Harry Sites and Seamen Starkes, Mercer and Chappell.

"Larry" White is standing by the vessel and handling the trade at Tuktoyaktuk. He is the only member of the original crew leaving St. John's for the 13,000 mile voyage of last year now remaining in the Arctic.

William Starkes, only man in the world who has circumnavigated the North American Continent (via Northwest Passage and Panama Canal in the *Fort James*), and Isaac Mercer have returned to their homes in Newfoundland. These men slept on board the *Fort James* for over five hundred successive nights before leaving her for their trip home 5,000 miles overland diagonally across Canada. During this time they covered nearly 18,000 miles of ocean in the little vessel.

R. H. G. Bonnycastle, Captain R. J. Summers, and the *Fort James* crew flew out from Aklavik to McMurray on September 25-27 with W. R. "Wop" May. This was none too early with some ten inches of snow on the ground and the plane frozen in the shore ice on the river the morning of their departure.

To the best of our knowledge Mrs. W. P. Johnston (wife of W. P. Johnston, manager of Aklavik post) has the distinction of being the only woman in Canada to own a pet reindeer, one having been presented to her at Herschel Island by the crew of the *St. Roch*.

After an exceedingly hard winter at King William Land, L. A. Learmonth, chief trader, has returned to civilization for a holiday. We find that having only eight bags of coal and a few odd pieces of lumber to provide warmth during the long Arctic winter he moved into a snowhouse with an Eskimo family and was dependent on seal oil "kudliks" for light and heat. In spite of the hardships he underwent, Mr. Learmonth came out in the best of health and reported having spent one of the most interesting and enjoyable winters of all the nearly twenty he has passed in the Arctic. This is the stuff H B C men are made of. We are justly proud.

F. B. Milne, manager of Cambridge Bay post, took his wife in with him this year, so there are now two white women at this far north post (latitude 69° N.), Mrs. Pasley, wife of the Canalaska Trading Company manager, having lived here for some years.

We welcome the R.C.M.P. vessel *St. Roch* back to the Arctic after a year in Vancouver, where she underwent repairs. We were glad to see our old friends Sergeants MacKinson and Larsen and Corporal Kells back in the district again.

The schooner *Aklavik*, under E. J. Gall's able handling set up something of a record herself this year with two voyages into King William Land supplying that post with a full complement of trade goods. The vessel is now hauled out at Coppermine, and Mr. and Mrs. Gall are wintering at Kugaryuak.

Geo. W. McLeod has returned to his home in North Bay, leaving a string of eight new buildings behind him in the district, no mean undertaking for the Company's most widely travelled carpenter.

A serious accident occurred at Bathurst Inlet on August 31, when a charge of powder for blasting out an ice house exploded in the face of Cyril Wingnik, Eskimo helper at the post, seriously injuring him. Fortunately no one else was hurt and Wingnik owes his life to Apprentice Ian Wilson's prompt first aid measures, followed by the providential arrival of the Roman Catholic mission schooner, which rushed him two hundred and fifty miles to Coppermine, whence he was conveyed by plane to the Grey Nuns' hospital at Fort Smith. Cyril has lost an eye and his hearing is affected, but is otherwise recovering under care of Dr. J. M. Morrow, and will return north in the New Year.

The government reindeer herd, which summered near our new transport base at Tuktoyaktuk, is doing very well. More than 700 fawns were successfully raised this year, and it is evident a really large herd can be built up.

Our Tuktoyaktuk transport base and post had a most successful season under the management of James Neely, assisted by Kenneth McCleery and staff and other posts' staffs while passing through. This route for transport of Western Arctic supplies is now thoroughly proven and can be termed an unqualified success.

Staff who went on furlough this year included L. A. Learmonth, King William Land; F. R. Ross, Reid Island; A. Gavin, Cambridge Bay; J. W. Sinclair, Letty Harbour. Staff returned from furlough: F. B. Milne, Cambridge Bay; R. H. Kilgour, Baillie Island. Transfers were: Inspector Wm. Gibson, chief trader, to King William Land; Charles Reiach, to Fort Hearne. Promotions (Congratulations!): J. E. Sidgwick, acting manager Reid Island; E. H. Riddell, acting manager Letty Harbour; Thos. Scurfield, acting manager Herschel Island.

Our motor vessel *Margaret A* (Captain C. H. Roberts), frozen in last winter at Letty Harbour, was damaged in the spring break-up. She was towed to Tuktoyaktuk by the *Fort James*, thence to Fort Smith by the tug *Dease Lake*, where she has been hauled out for repairs.

Two R.C.A.F. planes photographed the government reindeer reserve covering most of the country between Aklavik and Baillie Island, an area which has never been satisfactorily mapped before. A. M. Perry, Topographical Surveys, Ottawa, established the ground controls. These maps will be more than welcome.

The Arctic is getting nearer home daily. Compare these communication facilities with twelve years ago when return mail service took months and months and months, or even years: Aklavik, Coppermine, Herschel Island, Tuktoyaktuk—all Government Radio Stations; King William Land, H B C radio station (operator D. G. Sturrock); Baillie Island, amateur (R. H. Kilgour); Letty Harbour, amateur (Father Biname, Roman Catholic mission); Cambridge Bay, R.C.M.P. station (M.S. *St. Roch*); Reid Island, amateur (H. W. Chitty). Two-way communication with every post in the district except two.

The Royal Canadian signals station at Tuktoyaktuk this summer (operator E. J. Follwell, whose services were much appreciated) was a real pioneer station—in a 10x12 tent—but communication was one hundred per cent.

Will Rogers was a welcome visitor at Aklavik for a few days this summer shortly before his tragic end. He batched it with Tom Scurfield in the Company's house. According to Tom he was a "real fellow," was right there with his share of the house work, washing dishes, etc., and of the beverages offered always chose a "good cup of tea," something he complained he could not get in his native United States. His many friends at Aklavik mourn his loss. Apparently it was a typical kindly action of Will Rogers when he left a substantial cheque behind for G. P. Patterson, who lost his foot in an accident and was visited by Mr. Rogers in the Aklavik hospital. As Will Rogers expressed it he "liked a man with guts."

Charles V. Rowan, of Fort Collinson, our farthest north post (lat. 71° 35′ N.) came through smiling after a hard winter when his supply schooner failed to reach the post but was frozen in at Bankslaw. Fortunately he was able to borrow some fuel and provisions for mess from the Canalaska Trading Co. This year, however, he is well equipped and was contemplating the dark days without any qualms.

Saskatchewan District

K. C. Roseborough, manager of Deer Lake post; E. J. Leslie, manager of Little Grand Rapids post; A. M. Chalmers, manager of Fort Alexander post; and J. Denton, manager of Cross Lake post, attended a course in fur grading in Winnipeg during August.

Mrs. A. M. Chalmers, of Fort Alexander; Miss Una Carver, of Cross Lake; Mr. and Mrs. T. McEwan and family, of Lac la Ronge; and W. R. Henry, manager of Poplar River post, spent a holiday in Winnipeg during August.

W. C. Rothnie left on August 2 for Montreal Lake and Pine River and returned to district office on September 2. He left again on September 9 for Fort McMurray to relieve G. S. M. Duddy, manager, whilst on leave.

Miss Helen Fright, daughter of Mr. and Mrs. J. T. Fright, of Winnipeg, was married to E. J. Leslie, manager of Little Grand Rapids post, on September 11. The wedding was solemnized at St. Stephen's Anglican Church, East Kildonan, by the Reverend H. Sherstone. All members of the district staff wish Mr. and Mrs. Leslie every happiness for the future.

Congratulations are in order to Mr. and Mrs. A. W. Scott, of Buffalo River post, on the birth of a daughter on September 17. We wish Dianne Frances long life and happiness.

J. R. McDonald, who has been on relief duty at Lac la Ronge since July 1, was transferred to Oxford House post in September to relieve E. W. Hampton, who intends spending the winter in Scotland.

Constable Marcel Chappuis, Royal Canadian Mounted Police at Cumberland House, was married at Prince Albert on September 16 to Miss Florence Taylor, of Prince Albert. We wish Mr. and Mrs. Chappuis every future happiness.

R. A. Talbot, district manager, left Winnipeg on September 16 to inspect Cedar Lake and Cumberland House posts, and returned on October 4. He reports all the staff and their families in good health.

We welcome W. A. Hunter, who returned recently from Scotland, to our district. He has been appointed assistant at Pine River post.

J. Lawrie, manager of Rossville post, left Winnipeg for Scotland on September 19. He intends spending the winter with his parents in Aberdeen.

The Right Reverend Labourie, General of the Oblate Fathers from Rome, accompanied by Bishop Breynat, of Mackenzie, and Bishop Lajeunesse, of The Pas visited Pelican Narrows on September 14 by Arrow Airways plane.

G. B. McLeod, assistant in district office, was transferred to Superior-Huron district on September 25. Our best wishes go with Mr. McLeod, who is now located at Red Lake post.

E. W. Hampton, manager at Oxford House post, arrived in Winnipeg on October 8 and left on the 10th for Scotland to join Mrs. Hampton and son, who have been in Aberdeen since early in July.

The small lakes in Northern Manitoba were frozen over on October 8, making canoe travel impossible after that date.

J. T. Buchan, manager Cree Lake outpost, who has spent the last three months in Scotland, returned to Winnipeg on October 22 and left the following day for Prince Albert en route to his post. The journey was completed by aeroplane under strenuous conditions due to the early freeze-up of the small lakes in Northern Saskatchewan. He was safely landed, however, at Cree Lake.

Visitors to district office include the following: Professor John Alley, of the University of Oklahoma; Mr. R. E. McKenzie, of Beren's River, Manitoba; Mr. L. A. Snyder, of Enid, Oklahoma; Mr. A. T. Lind, of Twig, Saginaw, Minnesota; Reverend K. Armstrong, of God's Lake, Manitoba; Mr. G. B. Rizer, of Big River, Saskatchewan; Dr. and Mrs. W. L. Turpel and son, of Norway House, Manitoba; Mr. H. L. Weber, of The Pas, Manitoba; Mr. J. Brennan, of the Pas, Manitoba.

Miss Marion Oliver, R.N., matron of the Indian Department hospital at Norway House, was a visitor at the district office while en route to Fort Qu'Appelle, to which point she has been transferred.

Nelson River District

The M.S. *Fort Severn* completed her season's work and was hauled out on the Cockles Point slipway October 12. During July, while bound for Severn, she was delayed for six days, having grounded on a bar about forty miles from Severn post. Aside from having to wait for the spring tides, little damage was done and the schooner was able to proceed to the post, and returned to Churchill early in August. Since that time she made trips to Chesterfield Inlet, Baker Lake, Repulse Bay, Tavane and Wager Inlet without mishaps.

Among those who travelled on the *Fort Severn* this season were the following: Right Rev. Mgr. Turquetil and Father Thibert, O.M.I., Ven. Archdeacon Faries, Rev. Mr. and Mrs. D. B. Marsh, Mrs. L. H. Rowe, Rev. W. James; Sergeant Wight, Corporal and Mrs. Kerr, Lance-Corporals Scholfield and Taggart, Constables Cox, Turner and Ward; and T. Bambrick, of the Chesterfield radio station.

Captain Morris, master of the M.S. *Fort Severn*, arrived in Winnipeg October 18.

The S.S. *Nascopie* docked at Churchill on August 11, being the first steamer of the season to enter Port Churchill. The following visitors who intended to take passage by the ship arrived at Churchill by rail on the same day: Bishop Fleming, Miss Smith, Messrs. Curtiss and Rabinovitch and Mr. and Mrs. J. Thom.

Pilot Jack Moar, of Wings Limited, accompanied by W. E. Brown, district manager, flew from Churchill to Eskimo Point and Padley on 15th August. The air freighting of the Padley post supplies from Eskimo Point was successfully carried out by Mr. Moar.

Eight steamers visited Port Churchill during the season to load grain.

Extensive repairs were carried out on Fort Prince of Wales under the supervision of G. Kydd, engineer in charge at Churchill. The fort is an object of great interest to the tourists who visit Churchill, and it is fitting that the government is now taking active steps to preserve this historic site.

W. E. Brown returned to Winnipeg October 15 after a summer spent on the west coast of Hudson Bay. The following points were visited during the season: Churchill, York Factory, Severn, Nonala, Eskimo Point, Chesterfield Inlet, Baker Lake, Repulse Bay, Tavane and Wager Inlet. Gillam and Wabowden posts were also visited while en route to Winnipeg.

Included in the visitors to this office during the past quarter were the Right Rev. Mgr. Turquetil, O.M.I., Ven. Archdeacon Faries and H. Weber, of Arrow Airways.

Archdeacon Faries is spending a few weeks in the city arranging for the publication of an English-Cree dictionary. His extensive knowledge of the Cree language is sufficient guarantee that the dictionary will be an authority on the subject.

It is with the deepest regret that we have to report the death of Miss Grace Voisey, daughter of Mr. and Mrs. S. Voisey, of Tavane post, on October 3 at the Central Manitoba Clinic. Funeral services were held at the A. B. Gardiner funeral home, with Rev. J. Rance and Rev. Thomas Marshall officiating. Interment took place at the Elmwood cemetery October 6. Our deepest sympathy is extended to Mr. and Mrs. Voisey and family.

J. B. Brown, of Rankin Inlet, and R. S. Whieldon, of Mistake Bay, called in at the office while en route to the North after a short holiday in "civilization." We wish them a pleasant and successful winter.

The following staff changes have taken place recently:

Geo. Anderson, transport manager at Churchill during the summer, returned to Nonala by the last trip of the *Fort Severn*.

S. J. Stewart arrived at Churchill aboard the S.S. *Wentworth* and proceeded north to Chesterfield, where he will again be in charge.

H. F. Bland left Winnipeg for Collins during September. He flew from that point to Trout Lake and will proceed down river to Severn to take over from J. E. J. Wilson, who has been temporarily in charge.

Ralph C. Ingram returned to district office from York Factory and is now with Superior-Huron district.

F. H. Schoales, transferred from Padley post, proceeded to York Factory after a short stop over in The Pas.

W. J. Mason has been transferred from High Rock to Tavane.

T. C. Carmichael, who has been at Eskimo Point for the past seven years, came out on a well earned furlough. After a short stop in Winnipeg he proceeded to his home in St. John's, Newfoundland.

J. M. S. McLeod, of Chesterfield Inlet, and P. Dalrymple, of Tavane, have completed five years' service in the North and have now gone to the Old Country on furlough.

The following of the *Fort Severn's* crew have been transferred for the winter season: H. Moore to New Churchill post; W. J. Harvey to the charge of Long Point camp trade.

Superior-Huron District

The Fur Trade Commissioner, accompanied by Wm. Conn, visited Grassy Narrows, Red Lake, Lac Seul, Sioux Lookout, Hudson and Pine Ridge posts late in September.

District Manager M. Cowan has visited Lansdowne House, Fort Hope, English River, Ogoki and Mattice posts recently, and W. Black spent a short time at Red Lake in October.

The new bungalow at Osnaburgh post has been completed, and the store and warehouse moved to higher ground, prior to the raising of the level of the lake.

Mrs. J. Mathieson passed through Winnipeg late in September en route to Ogoki.

Mrs. A. Hughes, of Osnaburgh, is spending a few weeks in Winnipeg.

B. C. Lemon, Dinorwic; L. Yelland, Minaki; J. A. Glass, Sioux Lookout; O. E. Butterill, Nipigon; A. E. MacNaughton, Minaki; and H. M. Park, Temagami, have all been in Winnipeg recently; also Miss Marie Prior, of Sioux Lookout.

Miss S. Heino, formerly clerk at Nipigon post, has left the service to take over school teaching duties. Miss Huuka has taken her place on the Nipigon staff.

Mr. and Mrs. J. E. Holden, of Red Lake post, and J. R. Patience, formerly in charge of Grassy Narrows post, are on furlough in the Old Country.

E. E. Bates and W. A. Wraight returned to duty in October after spending the summer in the Old Country. Mr. Bates is stationed at Red Lake, as assistant, and Mr. Wraight at Hudson post.

W. S. Franklin is in charge of Peterbell post in place of M. S. Cook, who is relieving J. E. Holden at Red Lake post;

and John Manson, apprentice, has been transferred from Bucke to Hudson post.

B. G. Clench has been transferred from Natashquan post, St. Lawrence district, to the management of Bucke post. R. J. Mousseau, former manager at Bucke, is being put in charge of Weymontachingue post, St. Lawrence district.

Harry Creedon has taken over Mr. Ariano's duties at Sioux Lookout.

J. G. Boyd, formerly of Nelson River district, has been transferred to Red Lake post as assistant. G. B. McLeod has also gone to Red Lake as bookkeeper. Mr. McLeod was formerly a member of the Saskatchewan district office staff.

D. K. Wilson, apprentice, formerly stationed at Hudson, is going to One Man Lake outpost as manager this fall.

H. M. Ross, newly appointed to the charge of Grassy Narrows post, was married to Miss B. V. Dingle, of Winnipeg, on 25th September. Mr. and Mrs. Ross visited Minaki en route to Grassy Narrows. We wish them both all happiness.

We were pleased to have visits from Rev. Canon Prewer, Indian Agent J. G. Burk and Mrs. Burk, and J. D. Mackenzie recently.

Congratulations to Mr. and Mrs. J. L. P. Plamondon, Gogama post, to whom a daughter was born on 31st July.

James Bay District

Much interest was created in James Bay this summer by Mr. S. C. Kerr, of Steubenville, Ohio, official big game hunter of the Carnegie Museum, Pittsburg, who arrived at Moosonee for the purpose of making a trip north to the Twin Islands in order to secure five polar bear specimens for the museum. Mr. Kerr, accompanied by two guides, left Moosonee by the M.K. *Fort Churchill* on her voyage north to Fort George and was dropped at the Twin Islands. Also travelling by the *Fort Churchill* on this voyage and bound for the Twins was a party of scientists from the Carnegie Museum: Mr. and Mrs. Doutt and Mr. Frickie, mamologist, botanist and taxidermist respectively. The two parties were to be called for when the *Fort Churchill* passed on her way north to Great Whale River and the Belcher Islands two weeks later. In due course the M.K. *Fort Churchill* called at the Twin Islands en route to Belcher post, and it was found that they had secured five fine polar bear specimens. Both parties took passage north to Great Whale River. Travelling also by this voyage were: Dr. Michelson, anthropologist, Washington, bound for Great Whale River to study the habits of the Cree Indians there; Mr. A. J. Bartlett and Mr. C. R. Aerinshields, of Philadelphia, and Mr. W. Harris, of Toronto, making the round trip from Moosonee to Belcher Islands; Constable L. W. Hopkins, R.C.M.P., on his annual patrol of Great Whale River and the Belcher Islands.

On the return voyage great excitement was felt aboard as the *Fort Churchill* was to call at the Grey Goose Islands, where it was rumoured a very large bear had his "hang out" and Mr. Kerr meant to get him for his collection. As the vessel came under the lee of the island, one was sighted on the high shore seemingly roused by the noise of the ship's engines and making his way to the water for safety. Meantime Mr. Kerr had not been idle. With the assistance of three of the crew he had launched his canoe and was endeavouring to keep the bear from getting further out to sea. He was successful and got within range, but his first two shots failed to hit as the canoe was riding on a fairly rough sea. The bear resented the shooting and instead of making away from the canoe made towards it, but Mr. Kerr had the range and his next shot told. The bear was badly wounded and made for the shore. As it got in the shallows it rose and fell, and another shot rang out. The bear splashed around a little, then was quiet. The hunt was over. In a short time the bear was towed alongside the vessel and aboard by means of the derrick, when it was seen he was certainly a big fellow. The measurements were: Contour measure 9 feet 2¼ inches; girth, 95 inches; hind-pad 24½ inches; width of fore-pad 11½ inches; girth of fore-foot 37 inches. Total weight 1,600 lbs. This is believed to be the largest specimen ever collected for a museum.

After a very successful polar bear hunt and an interesting voyage to Great Whale River and the Belcher Islands, the M.K. *Fort Churchill* returned to Moosonee on 24th August, 1935. On the following evening Captain Neilsen and Engineer Cadney, together with other officials of the Company on hand at Moose Factory, were entertained to dinner at the James Bay Inn by Messrs. Kerr, Bartlett, Harris and Aerinshields. W. T. Watt, of Fort George, who had come south for a visit to Moose Factory, was also a guest at the dinner. A very enjoyable evening was spent.

Last July Pensioner William Oman, after having spent many years of service at Weenusk post, departed with his family and effects from James Bay district and, travelling by canoe from Weenusk to Severn, took passage on the M.S. *Fort Severn* from Severn post to Churchill, where he intends to reside in future. Our best wishes go with him and Mrs. Oman for many happy years of retirement.

Transport work was duly completed by the end of September and Captain J. O. Neilsen and Engineer E. G. Cadney, of the M.K. *Fort Churchill*, have returned to their respective homes. Skipper J. W. Faries, of the schooner *Fort George*, met with an unfortunate accident while off the Weenusk river in August last. He had the misfortune to lose his grip while up aloft sighting landmarks and fell heavily, fracturing two ribs and bruising a leg. Under the care of Dr. Tyrer he has now almost recovered.

There have been a fair number of visitors to Moose Factory and the district generally during the past summer. There were two hundred visitors to our museum at Moose Factory and an increased number of sportsmen for the fall goose shoot. The birds were quite plentiful, particularly around Hannah Bay, and good bags of both ducks and geese were secured. There were also several parties who came into the district by way of the Rupert and Albany rivers, and M. K. Bovey alone made two trips in and out of James Bay this season.

Mr. and Mrs. W. R. Cargill, of Moose Factory, are very enthusiastic gardeners, and during the past summer have constructed a very pretty rock garden in front of the residence.

On Monday evening, September 2, at six o'clock in St. Thomas' Church at Moose Factory, Muriel Alberta, daughter of Mr. and Mrs. J. Armstrong, of Keewatin, Ontario, became the bride of Ronald Thompson, of Ghost River. Rev. Gilbert Thompson, B.A., L.Th., performed the ceremony. We wish to convey to Mr. and Mrs. Thompson the felicitations of the James Bay district staff.

In the early summer J. S. C. Watt was successful in securing five live beaver from the Rupert's House beaver sanctuary and having them transferred to Moosonee and thence to Attawapiskat for the newly started sanctuary on Agamiski Island. Later in the summer J. S. C. Watt made his usual survey of the beaver sanctuary, assisted in the fall by a supplementary survey made by D. C. Bremner, of Nemaska post. On Charlton Island the beaver are increasing in fair numbers and now that the Agamiski sanctuary has been started we expect that our conservation plans should steadily approach maturity.

In the early summer Mrs. Tyrer and family moved south to their home in Barrie, while Dr. Tyrer made his usual medical journey with the aeroplane party of treaty No. 9 and subsequently around the Bay with the Department of Indian Affairs motorboat *Charles Stuart*. On the boat trip he was accompanied by Constable Hopkins in charge of the R.C.M.P. detachment at Moose Factory.

During the summer we had visits from their Lordships the Bishop of Moosonee and the Bishop of the Arctic, and also from Dr. Westgate, field secretary of the M.S.C.C.

Mathew Esquinamow, one of the Company's oldest pensioners and a native of Fort George, passed away in April last as a result of an epidemic of influenza at Fort George post. It is difficult to know accurately his age, but he was admittedly well over ninety years and had forty-five years' service with the Company, being the possessor of the Company's gold medal and three bars, which he was always proudly displaying to visitors. A man of his age who could remember the arrival of the first Christian missionary to Fort George had naturally become more or less an institution, and his passing severs a link with the fur trade of olden days. He was quietly laid to rest in the land of his birth, the burial service being conducted by the Rev. T. E. Jones, of the Anglican mission, assisted by Mr. Samuel Iserhoff.

The Rupert's House canoe factory has been going full blast for the summer and J. S. C. Watt has turned out approximately sixty canoes during the season. Two new models, and eighteen-foot "Rupert" and a sixteen-foot "Rupert," have been developed and are now on display in the Winnipeg Fur Trade depot.

St. Lawrence District

George Fowlie, of Pointe Bleue post, is on furlough in the Old Country, and is receiving instruction in fur grading at the London warehouse.

G. A. Beare, of Romaine post, sailed on the S.S. *Ascania* from Montreal on October 18, accompanied by Mrs. Beare and their two young sons. They will spend the winter in England on furlough.

Since the last issue of *The Beaver* the following members of the staff visited district office: H. G. Evans, Bersimis; T. D. Lindley, Seven Islands; H. B. Frankland, Obijuan; A. E. Briard, Senneterre; W. A. Wickham, Romaine; A. N. Wright, Seven Islands; H. R. Conn, Grand Lake.

Recent visitors were: Geo. W. Allan, Chairman of the Canadian Committee; P.

A. Chester, General Manager; F. A. Stacpole, London Manager; Douglas MacKay, publicity department; D. H. Laird, of Winnipeg; J. Maurice, London office; Garon Pratte and Major C. G. Dunn, of Quebec; J. A. Weingart, Shelburne, N.S.; Chief Engineer A. C. Purcell of the *Nascopie*; E. B. Burton and J. W. Butler, of New York, who spent the summer in the Rose Lake mining area; Pensioned Officers W. E. Swaffield and F. C. Gaudet, both looking in the best of health; J. N. Leonard, dean of Williams College, Williamstown, Mass., who was in charge of a party of students who spent several weeks in the Mistassinny area; J. Mench, who has a summer cabin in the Manouan country; Corporal Stafford of the R.C.M.P., who was at one time stationed at Port Burwell.

I. A. Stuttaford, who was for many years in the service of Lord Strathcona, died at Montreal on October 21, aged eighty-three years.

J. LeM. Jandron, of the depot staff, was relief post manager at Weymontachingue for a few weeks.

We are happy to state that Fred McLeod, Woswonaby post manager, has improved considerably in health and has now resumed charge of his post.

The sympathy of the entire district staff is extended to A. S. Ritchie Chibougamau post manager, in the loss of his wife and baby, who died at Pointe Bleue in August.

W. C. Newbury and the staff at Blanc Sablon have had another busy fishery season. The balance of the season's collection of dry fish was shipped in the latter part of October by the schooner *Ada M. Westhaver* to St. John's, Newfoundland. Mr. Newbury spent a few days in Montreal during November before proceeding to Natashquan for the winter.

Congratulations to B. G. C. and Mrs. Clench, of Natashquan, on the birth of a daughter (Carol Ann) and to T. D. and Mrs. Lindley, of Seven Islands, on the arrival of a son and heir.

Mrs. A. B. Swaffield and children, of Manowan, are now in Montreal. We trust that Mrs. Swaffield will speedily recover her usual good health.

Claude Picaude is at present in Montreal and will be employed as travelling fur buyer during the winter.

Several parties of American sportsmen visited the Manouan and Lake St. John territories this season, the majority being successful in securing moose, although the latter appear to be scarce this season.

Apprentice G. A. Poitras, of Winnipeg, recently entered the service and has been placed at Oskelaneo post.

A. R. Scott, R. A. C. Renny, W. Davidson and D. M. Strachan, of the Ungava district staff, who returned to civilization on board the S.S. *Nascopie*, sailed from Montreal on October 14.

A. Copland, of Ungava district, spent a few weeks in Montreal, before proceeding to Winnipeg. He has our best wishes for success in his new duties.

B. G. C. Clench, of Natashquan post, has been transferred to the charge of Bucke post, Superior-Huron district.

Ungava District

The R.M.S. *Nascopie* completed her season's work, arriving at Halifax September 28 after a very successful season. Weather conditions were favourable throughout, but delays were experienced with ice, particularly at Craig Harbour, where the work of landing the police supplies was carried out under difficulties.

Members of the government party under the direction of Major D. L. McKeand returned to Ottawa.

The following members of the northern staff have returned to the Old Country on furlough: P. H. Crompton, W. Davidson, S. C. Knapp, E. B. Maurice, J. D. Mackenzie, R. A. C. Renny, C. L. Reid, J. A. Staig, G. G. D. Stephen, D. M. Strachan, D. A. Wilderspin, A. R. Scott. David Edmunds, Fort Chimo, retired on pension as at 31st May, 1935, and returned to Davis Inlet with his family. We are sorry to lose "Dave," and he carries with him the best wishes of all who know him.

Changes have taken place at the following posts: Port Burwell, E. W. Lyall, acting manager; Whale River, J. T. D. Ford, manager; Leaf River, E. E. Crompton, apprentice-in-charge; Wolstenholme, A. T. Swaffield, manager; Cape Smith, D. Goodyear, manager, B. Campbell, clerk; Povungnetuk, M. L. Manning, manager; Port Harrison, A. Smith, manager; Southampton Island, P. A. C. Nichols, clerk; Frobisher Bay, J. G. Cormack, manager; Pangnirtung, J. A. Thom, manager, Clyde, H. T. Ford, manager.

Mr. and Mrs. J. A. Thom have settled at their new home in Pangnirtung and we wish Mrs. Thom every good wish for her first winter in Baffin Land.

The R.C.M.P. detachment at Port Burwell has been closed for the winter and Corporal Bolstad and Constable Yeomans have been transferred to the new detachment at Port Harrison, which they commenced building on our arrival there.

Apprentices who went north this summer are located as follows: I. C. M. Smith, Cape Dorset; N. M. Roberts, Wolstenholme; J. W. Bruce, Fort Chimo; A. Stevenson, Pond's Inlet.

Messrs. Russell and Harwood were well when we called at our youngest and farthest north post, Dundas Harbour, Devon Island, having spent a pleasant winter.

Bishop A. L. Fleming returned to Toronto after visiting the missions within his diocese. The missionaries at the various stations were in the best of health.

Mail for the Northwestern Quebec posts will leave Winnipeg December 21. This mail will connect with the northern mail at Great Whale River on February 10.

Labrador District

We were pleased to see J. E. Keats during August. Mr. Keats had occasion to visit St. Anthony Hospital and took the opportunity to pay a visit to St. John's.

W. A. Smith, wife and child arrived here from Nutak post in late August en route to Scotland.

We were glad to extend a welcome to our old friend Captain Jackson. The captain has many friends in the city, as previous to his connection with the Company as master of the S.S. *Baynain* he spent something over twenty years in command of the *Harmony* for the Moravian mission.

The *Fort Garry* returned from her final trip for the season on November 1. Captain Dawe reported good weather from Hopedale to Hebron and return, which enabled him to get through his work quickly, but from Hopedale south very bad weather was encountered which lasted until he reached the Newfoundland coast. Winter has set in on the coast and heavy snowstorms have been experienced around Groas Water Bay.

Last year the Labrador was policed for the first time by members of the Newfoundland constabulary. These have now been replaced by members of the Newfoundland ranger force. The section from Cartwright to Hebron will be patrolled by seven men, located at Cartwright (2), North West River (1), Hopedale (1), Nain (1), Hebron (2). These men have had very intensive training under Major Stick and an officer of the R.C.M.P., and should exert a beneficial influence especially in the more northern section of Labrador.

We congratulate Mr. and Mrs. J. A. Simpson, of Hebron post, on the arrival of a baby boy. Our congratulations are also extended to Rev. Wilfred Meadus, Anglican missionary, of Sandwich Bay, who was married at St. John's recently. Mr. Meadus with his bride, *nee* Miss Miffin, has returned to the coast to resume his missionary work. Mr. Meadus' headquarters are at Cartwright.

We take the opportunity to extend a welcome to Rev. Peacock, Moravian missionary, who has just arrived from England to take up missionary work at Hopedale. This is Mr. Peacock's first trip to this side of the Atlantic, and we wish him every success in his new field of labour.

George Jerrett, of Brigus, operating at Indian Harbour, was a visitor during the latter part of October.

T. C. Carmichael, who is home on furlough, called to see us on his arrival from Canada.

Joe Bradbury and Thomas Coombes from the *Nascopie* and Seamen Starkes and Mercer of the *Fort James* arrived here recently.

We regret to learn that A. Fridge, of Davis Inlet post, had to proceed to Hopedale for medical treatment lately; but we are glad to know that he is now enjoying his usual good health.

The district manager arrived from his inspection of the Labrador posts by the M.S. *Fort Garry* on September 8, and took passage on her again on the 20th for Cartwright. After finishing his inspection of the southern posts, he returned to St. John's by the S.S. *Kyle* on October 12.

The following appointments were made during the past summer: D. W. Massie to Nain; S. E. Dawe to Nutak; J. E. Simpson to Hebron. J. F. Delaney returned from a short furlough and has been appointed senior clerk at Cartwright.

The manager at Nutak post tells of an avalanche at Oodlik Cape which partially demolished a house in which at the time were thirteen inmates, two of whom were killed and eight injured. An infant child of three weeks, in addition to being buried in the snow, was badly scalded by boiling water and had a leg broken. The limb was set by the post manager, who arrived on the scene about forty-eight hours after the accident occurred. The avalanche was apparently the climax of a very heavy blizzard which continued in full force for three days. The snow struck the end of the house and passed clean through, carrying inmates and furniture with it, but left the sides of the house and roof intact.

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Priceless Books from Old Fur Trade Libraries

(*Continued from page 29*)

Virginia, the Carolinas, Georgia, British West Indes, etc. It is dedicated to Lord Sandys, and the first fifty-six pages contain the list of subscribers to the volume. "J. Wright, accomptant," laboured in vain. Ten years later the War of Independence made most of these computations valueless.

"Thomas Jefferson's Correspondence," 1821, bears the signature, "Peter C. Pambrun, 1846." Pierre Chrysologue Pambrun, jr., was a son of the Pierre Chrysologue Pambrun (1792-1841) who served in the Canadian Voltigeurs under Salaberry.

"The Journal of Natural Philosophy," by Wm. Nicholson, 1797, contains an article by M. Otto attributing the discovery of America to Martin Behem, in 1484. It also contains some original correspondence by von Humboldt.

As stated in the beginning, it is impossible in a brief article to do more than scratch the surface of this mine of fascinating literature. Those whose interest has been aroused by this brief introduction can probably see the books by applying to the Canadian Committee Office—where courtesy and patience are limitless—at Hudson's Bay House. For the rest, we may conclude by briefly listing a few more titles:

"System of Geography," no date, but obviously 18th century. Relates that when the French took the Hudson's Bay Company's four forts in Labrador "in the last war," the Company's loss was estimated at £500,000.

"An Introduction to the True Astronomy," by John Keill, professor of Astronomy at Oxford, published by Bernard Lintott, 1721. Dedicated to James, Duke of Chandos. Calls Newton's law the "cement of nature," and has high praise for a colleague, Dr. Edmund Halley (of comet fame), who was then Savillian professor of geometry at the university.

"The Phrenological Journal and Magazine of Moral Sciences," for the year 1842 notes "cases of bad health from overactivity of cautiousness" (cf. Freud, repressed desires).

The Lancet, 1872 to 1889.

"Rule and Misrule by the English in America," by the author of Sam Slick, etc. (Judge Halliburton). Dedicated to Lord Falkland.

"Royal Calendar for the Year 1799." Gives personnel of eighteenth parliament of Great Britain, summoned September, 1796. Horatio Walpole was member for King's Lynn, Norfolk; Wm. Pitt, chancellor of the exchequer, warden of the cinque ports, etc.; Charles James Fox, member for Westminster.

"History of the University of Dublin," by W. B. S. Taylor, 1845. Taylor was "secretary to the Society For Diffusing Information Upon the Criminal Code of England"—doubtless an excellent person to deal with the history of an Irish university!

"The War," by W. H. Russell, *Times* correspondent, 1855. Eye-witness reports of the Crimean War. Original description of the charge of the Light Brigade at Balaclava.

Thackeray's "Virginians," with illustrations on steel and wood by the author, 1859. Dedication to Sir Henry Davison dated London, September 7th, 1859.

"Anecdotes, Memoirs, Allegories, Essays, and Poetical Fragments Tending to Amuse the Fancy and Inculcate Morality," by Mr. Addison, 1794. Printed for the author. Sixteen volumes.

"The Peep of Day," in the language of the Cree Indians, by Archdeacon Winter, York Factory, 1898.

The Rupert River Brigade

(*Continued from page 17*)

the first portage. This is where the strenuous work commences, as each man makes numerous trips with a load of at least two hundred pounds until all the cargo is safely at the upper end of the portage. Day after day the work of paddling, poling, tracking and portaging goes on. On Sundays the chief guide usually allows his voyageurs to sleep in, which means that instead of getting up a four o'clock they get up about six-thirty. Sometimes a little variety is given to the journey by the killing of a black bear or a moose. This is the signal for "cease work," and the whole brigade pitches camp to enjoy what they call a "bear feast."

Eventually after many days of hard toil the brigade nears home and there is great excitement, for home means possibly more to these primitive people than it does to their civilized brethren. At the last camp fire there is much preparation; everyone dons his best finery, the flag is hoisted and with a fine dash they round the bend and come in view of the trading post. The factor at the trading post and the old men and women and the children who have been left behind are naturally on the lookout for the brigade and immediately they are seen in the distance a great shout of welcome goes up. The factor hoists the post flag and goes to the water's edge to meet the voyageurs, and they all come to receive from him a hearty hand shake and a welcome home after their arduous and perilous journey. The cargoes, usually in very good shape are stored away, and the voyageurs and all about the post are in fine good spirits at the safe return of the brigade as the trade requirements of the post are assured for the coming winter.

By the time the transport brigade has returned winter is not far distant. The voyageurs enjoy a few days of idleness and well earned rest while the factor is busy opening up his stock and arranging his shelves. In a very short time the Indians go to the trading store and for a week or two the factor is busy outfitting his trappers with advances for the winter. Then, family by family, the Indians paddle off to spend the winter trapping in the depths of the northern forests.

The redman is usually thought to be indolent and shiftless, and undoubtedly he is incurably lazy when placed at the white man's tasks, but largely because the work is distasteful to him. When living his natural life of trapping in the winter and voyaging in the summer, as he still does at the isolated northern posts, he is happy and takes a great delight and interest in his work. We have seen how the Indian degenerates in more civilized parts where after a winter of trapping, he must idle away his summer. Nothing could be more strenuous than freighting on the Rupert river, but it is his natural work, and the very strenuousness of it is decidedly beneficial to his moral and physical well-being. There is no degeneration among Rupert's House Indians.

New World's Oldest Industry

(*Continued from page 12*)

on the North Atlantic fishing grounds.

Newfoundland's other schooner fishery is carried on far from the Grand Banks. Down north to Labrador the vessels head, north to the boreal waters where the icebergs grow. There you will find the *Blue Peter*, the refrigerator ship of Job Brothers, subsidiary of the Hudson's Bay Company, loading cod and salmon for the London market, as I described in my article, "Fresh Fish," in the March 1935 issue of *The Beaver*.

These Labrador schooners (mostly of local build) are smaller than bankers, carry fewer men, and use cod traps and motor boats instead of line trawl and dories. Mid-June sees the Labradorman setting sail from his home port on the northern coast of Newfoundland. If the ice is loose the schooner pushes her way across the Strait of Belle Isle, down the Labrador coast, and down among the shoals and the breakers, and the "runs" and the "tickles" of that little known, ancient, alluring peninsula until the fish are found. Then out goes the trap and the season begins. If in one harbour the hauls decrease and the fish move elsewhere, away goes the schooner on their trail. The Labradorman is a "dog for fish"—keen as mustard, in other words.

Although no deep sea sailorman, as the banksman is, he will push his schooner into any little hole in the wall along the rugged coast if the cod are there. Lee-shore and good holding ground are empty words for the cod hunting Labradorman. I have often voyaged with them as they sailed from harbour to harbour in search of fish. Once, while journeying to a lonely island, the *Florrie and Verna* picked me up. It was getting late in the season. The skipper was anxious. As we sailed through a region of islands and tickles known as "Domino Run," we hailed several schooners anchored in sheltered coves to ask "How's the fish?" Motor boats coming in from traps were scanned and boats jigging vainly to find a sign of fish were noted. Nothing escaped observation. A boat low down with cod would be a certain sign.

Of course no vessel getting any fish wants neighbours, and so "What's the use of hailing the other skippers?" I asked our captain. "They won't tell you the truth." "I can pretty well tell by the way they talk," he answered.

One morning as we were ghosting along through a white mist, heading seaward by a channel unfamiliar to me, the little vessel went hard aground upon rock bottom. Being light and the sea calm, she rested easily. We would probably lose a tide (twelve hours at the most), but the skipper acting with great energy and steadiness, put off a boat with a kedge anchor, and, keeping his sails drawing full, got off in twenty minutes. There had not been an excited word throughout, much less swearing. Talking afterwards, "We expect to be on the bottom some of the time," was all the skipper said. He was quiet but determined, a typical northern fisherman. With the tide falling rapidly I had mentally resigned myself to a day's delay at least. The situation looked hopeless but, as I have remarked, nothing is allowed to interrupt the search for cod. Time is fish, and fish is money! That's the sort of spirit that animates this vigorous elemental epic of toil, the Newfoundland cod fishery, the New World's oldest industry.

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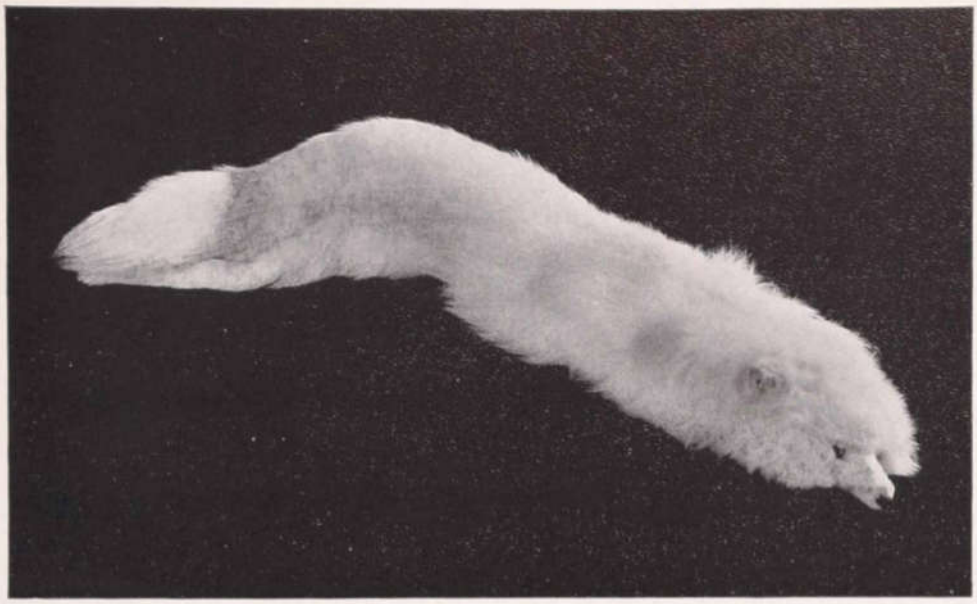

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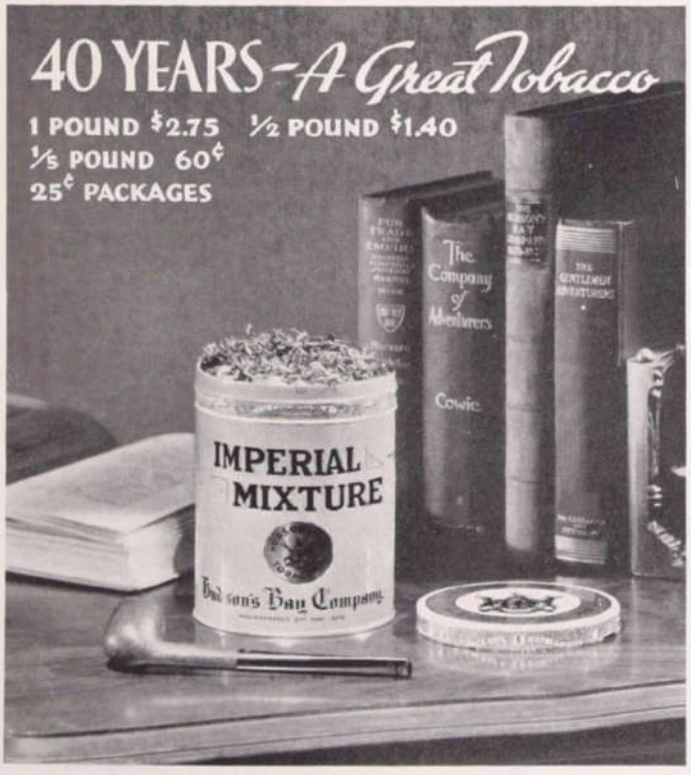

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